

DISCUSSIONS ON RAILWAY WAGES

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"THE TIMES" OF THE TRANSPORT WORLD

FLOATING CONTAINER TRAIN PROJECT

See Page 3

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PRICE NINEPENCE

Institute of Transport Presidency

OF recent years the annual dinner of the Institute of Transport has been the occasion for announcing the council's choice of president-elect. It was with obvious pleasure that Sir Reginald Wilson, who presided at last week's function at the Dorchester, revealed as his successor Major-General G. N. Russell, his colleague on the Eastern Area Board of the B.T.C. and well known also as general manager of British Road Services. To the latter position the General was appointed in 1948, not without some misgivings in the minds of old-stagers. But it was not long before all concerned had come to appreciate the aptness of the nickname "Cyclone Charlie" which, earned in 1942-43 as Director of Movements in the Middle East, accompanied him in the high wartime posts of D.Q.M.G. (Movements and Transportation) in India and, later, Transportation Adviser to the Special Commissioner in S.E. Asia. Indeed, it is Russell's restless energy and his art of making friends in all walks of life which are at the root of the success achieved by B.R.S. in spite of almost insuperable difficulties and political impediment. Apart from all this, General Russell's services to the Institute as a vice-president and as an indefatigable contributor to its proceedings have been outstanding and such as to entitle him to its highest distinction. Equally active and distinguished will be his year of office, which, incidentally, will mark the Institute's fortieth anniversary. It seems but yesterday that one was privileged to attend its inaugural meeting!

An Enjoyable Dinner-Dance

A PLEASANT function—the one that affords me the greatest pleasure" was how the Minister of Transport and Civil Aviation described the Institute's dinner, which took place on March 21. He was responding to the toast "Her Majesty's Ministers—Present and Past," submitted with characteristic humour and aplomb by the President; the other response came from Lord Pakenham, Minister of Civil Aviation in the Labour Government, 1948-51. Both speeches were cordially received despite the slight delay they caused to the dancing. Mr. Watkinson appropriately described the occasion as a family affair and said he was proud to be one of the family. He had now been at the Transport Ministry for 24 years. It was essentially a Department which needed continuity of policy. He regarded it as an honour to hold the office—and the life was fascinating and enjoyable if one could stand the pace. Transport solutions were not produced in 12 months and it was fitting that the Minister of Transport should have a reasonable time in office to see some at any rate of his plans brought to fruition. In transport this Government had been active, and not passive; having launched a plan for the railways, which "had got to go through," roads were now the object of attention and the future of the aircraft industry was under careful examination. As for the dinner, dance and cabaret, an enjoyable time was obviously had by all the 620 members and guests.

Motorway Under Way

VERY properly the Minister of Transport, undeterred by untoward incidents at previous highway improvement inaugurations, insisted upon a ceremony to mark the beginning of work on the London-Yorkshire motorway. It took place at Slip End, near Luton, where the contract of Tarmac Civil Engineering, Limited, for the approach to the motorway by the St. Albans Bypass meets that of John Laing and Son, Limited, on the motorway proper. In the first instance this will terminate in the Birmingham spur at Dunchurch. On March 24 Mr. Harold Watkinson was welcomed at Slip End by Mr. Maurice Laing, managing director of John Laing and Son, Limited, responsible for 53 miles north-west of that point, and Mr. J. C. Burman, chairman of Tarmac Civil Engineering, Limited, which is

to complete the 12 miles to the south. Mr. Laing congratulated the Minister on steadfastly pursuing highway improvement in difficult times; the challenge of doing the work in 19 months involved a world record and the spending of £125 every minute of the contract, employing 3,000 men and £5 million worth of equipment. Well-led, the British civil engineering operative was unbeatable. Mr. Burman emphasised that as fiction became fact it would be done with as little interference as possible for landowners and farmers. Before sounding a klaxon to set grading machinery to work on the adjacent stretches of motorway and bypass, the Minister fixed a commemorative seal to a

Bexhill West branch by diesel-electric sets. Most of the service between Ashford and Hastings will also be provided by diesel-electric stock, although this will, of course, be an interim measure since this line is due for eventual electrification. The overall benefits of the second and final stage of the Hastings diesel-electric scheme will be considerable and Sevenoaks, Tonbridge and Tunbridge Wells, as well as other intermediate points should be grateful. The main Brighton line will undergo some major timetable changes for the first time since the completion of the Mid-Sussex electrification in 1938. This comes about in part from the rearrangement of services to cater for the

CURRENT TOPICS

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concrete block which will form part of a bridge parapet. In his speech he emphasised that the new roads would be of very high engineering and amenity standards but they would in themselves make a contribution to the "beat inflation" policy. He also paid a tribute to the engineering consultants, designers and contractors, who were building not for now but for the future.

Yet More Railcars

YET more railcars are being added each week to the already impressive total operated by British Railways and this week the Scottish Region's battery-electric set is being demonstrated on the Deeside line. The latest addition to diesel railcar types is an attractive twin-unit type designed and supplied by Park Royal, builder of the pioneer Great Western units a quarter of a century ago. Built in the Crossley works, these Park Royal cars have an integral layout of body and underframe, are powered by two B.U.T. A type horizontal underfloor mounted 150 b.h.p. engines, and seat 52 second-class in the power car and 48 second-class passengers and 16 first class in the trailer. Up to four units can run in multiple. A lively run at up to 73 m.p.h. in the Stockport-Stoke area showed the latest Park Royal cars to be well in line with tradition in that they incorporate excellent riding characteristics, comfortable seating and high-class workmanship. An illustrated technical description will appear later.

Welcome Summer Timetables

INTRODUCTION of its summer timetable on June 9 will be accompanied, so far as the Southern Region of British Railways is concerned, by the completion of a further stage in its modernisation programme in the replacement of the remaining steam passenger trains on the London-Tunbridge Wells-Hastings route and on the Crowhurst

new Gatwick Airport, but is also attributable to the resignalling of the down relief line between Windmill Bridge Junction and South Croydon to permit two-directional working. This will avoid conflicting movements by up Oxford trains in the peak hour and release paths for additional trains to and from the coast. The results should bring general benefits, not least to hard-pressed railway officers; the new timetables will be widely welcomed.

Centenary of an Electrical Firm

IT is 115 years since William Siemens came to England from Germany as a young man of 20, and 100 years since he laid the foundations of Siemens Brothers and Co., Limited, which is now a member of the Associated Electrical Industries group. This landmark in the history of one of the best-known companies in the British electrical industry is being marked in a number of ways, one of them being the delivery by Dr. J. N. Aldington, chairman and managing director of the company, of a centenary lecture at the Central Hall, Westminster. It is nowadays fashionable to enliven presidential addresses and other papers by practical demonstrations of one kind or another, or by vividly coloured films or slides. Apart from giving a most comprehensive and entertaining lecture, Dr. Aldington really excelled himself in this regard with some 15 demonstrations covering a wide range of electrical developments and including some most menacing flashes and bangs representing a discharge of about 250,000 volts striking an overhead line-high voltage cable link. As already indicated, the paper was a monumental effort to which those concerned with the history of the industry will find it profitable to refer for many years to come. The occasion has also been marked by the publication of *Siemens Brothers 1858-1958*, by J. D. Scott, a book which we shall review in a subsequent issue.

Road Transport Education

REVISION of the syllabus for the scheme of road transport studies by the National Committee on Road Transport Education began to operate from 1955. Although the three-year cycle fails to show any great upward trend in the number of students one fact stands out on the credit side. The new subject, "Communication and Report Writing," feared by some to be too academic, has been a great success, with numerous entrants and a rising standard of achievement by the candidates. It is a tribute to the skill and tact of lecturers and to the wisdom of those who set the examination papers. The subject still suffers from a lack of adequate textbooks, but the project for an official textbook has been in abeyance pending a possible simplification of the syllabus. The committee, of which Mr. Raymond Birch is chairman and Mr. J. C. L. Palmer hon. secretary, records its appreciation of co-operation from employers and the technical press. Mr. R. W. Davis, of Sunderland, won the British Electric Traction prize for a candidate employed by a bus company in England or Wales with the highest aggregate marks for the diploma within three consecutive years.

Electric Trains to Olympia

AS a result of alterations to the track layout between Kensington Olympia and Earls Court, London Transport District Line trains on the Olympia shuttle service are now running over an independent track alongside the former West London route. The track between Earls Court Junction and the south-west bay road at Olympia has been virtually separated from the other tracks and converted into an electrified single line, so that London Transport trains can work independently of Western Region traffic. This will improve reliability of the services provided during exhibitions at Olympia. The former double track now converges at a point some 1,300 ft. from Kensington Olympia Station and continues to that station as a single line terminating in a new bay platform which has been constructed for the purpose. From Monday, March 3, the single line has been entirely under the control of the London Transport West Kensington East signalbox for the passage of electric trains. This box controls the electro-pneumatic points of the new junction between the single- and double-line sections. A hand-worked crossover has been installed between the new single line and the new Western Region down main line at a point 500 ft. east of the bay platform at Kensington Olympia. The crossover will be used when it is necessary to work locomotives or freight trains between the Lillie Bridge L.T.E. depot and the Western Region, or to work Western Region freight trains into the new bay platform at times when no London Transport electric service is in operation.

Small Diesels Advance Strongly

LIFTING the corner of its annual publication, *Road Motor Vehicles*, the 1957 edition of which is to appear shortly, the Ministry of Transport tells us that the vehicular population of Britain's roads had increased by September 30 last to 7,427,101. This compares with 6,916,908 at the same date in 1956. These statistics are derived from the census taken annually at September 30 of all motor vehicles for which licences were current. Goods vehicles totalled up to 1,215,480, an increase of some 42,000, but this contrasted with increases of 64,000 and 76,000 in the previous two years. There are now some 1,500 diesel goods vehicles weighing not more than one ton unladen and 9,200 between one and two tons unladen. For the smaller categories this represents a striking advance of about one-third on the 1956 total and in the 1-2 ton classification there was an increase of more than 50 per cent. Electric vehicles also showed up well in the under one ton classification, advancing in numbers from 12,992 to 13,835, and from 7,641 to 8,288 in the next category. Buses and coaches totalled 78,558, a slight recession from the previous year's 78,836; included were 3,441 trolley-buses, compared with 3,577.



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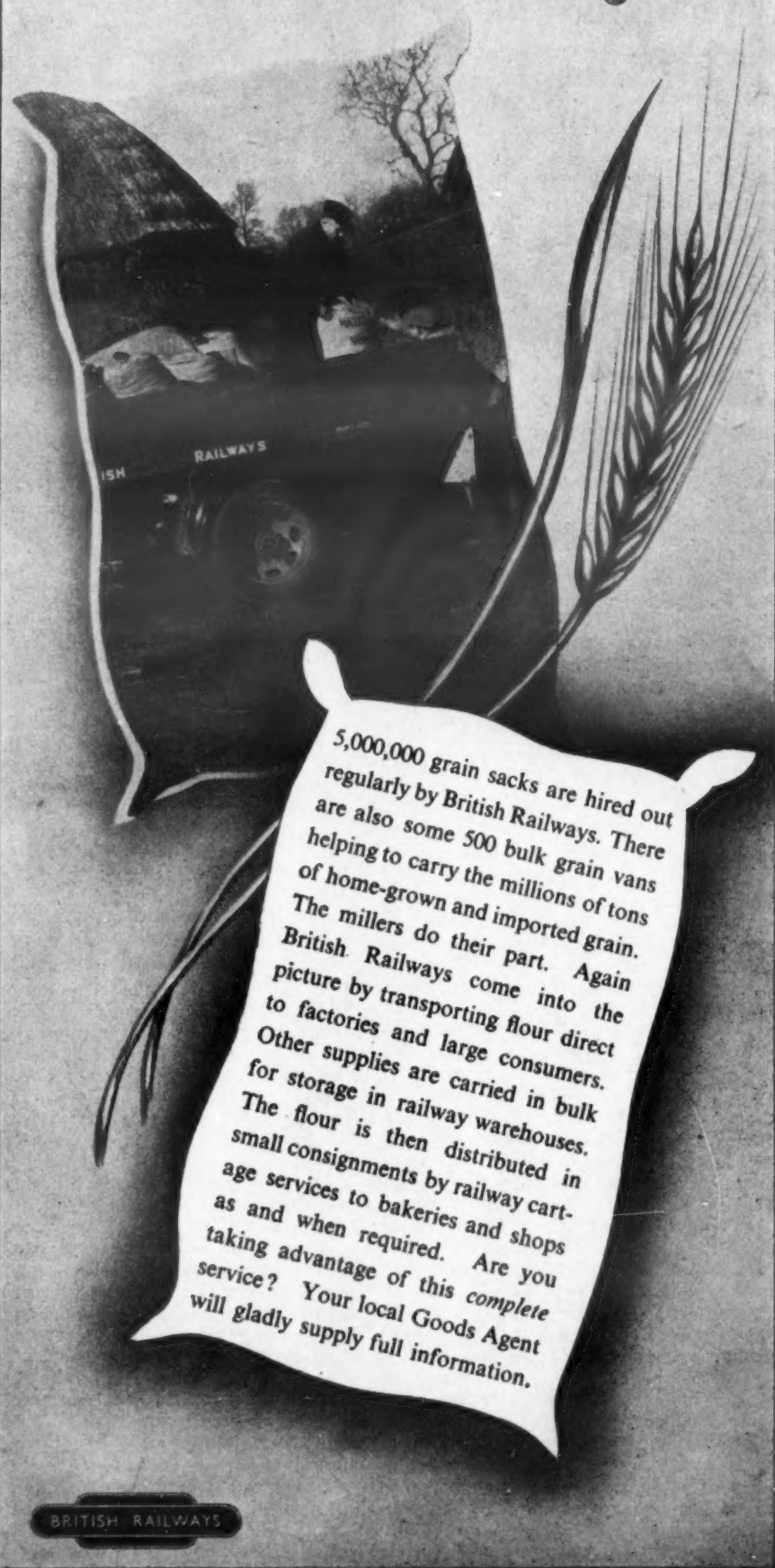
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The Editor is prepared to consider contributions offered for publication in MODERN TRANSPORT, but intending contributors should first study the length and style of articles appearing in the paper and satisfy themselves that the topic with which they propose to deal is relevant to editorial requirements. In controversial subjects relating to all aspects of transport and traffic this newspaper offers a platform for independent comment and debate, its object being to encourage the provision of all forms of transport in the best interests of the community.

Discussions on Railway Wages

AT a time when to check the rise in the cost of living seems vital—and there are some signs that the Government effort is having results which will benefit us all—particular interest attaches to the argument before the Railway Staff National Tribunal, which, presided over by Sir John Forster, Q.C., concluded its hearing of the unions' claims and the B.T.C. case on March 21. With Sir John sat Mr. Edwin Hall, the Lancashire miners' secretary, nominated by the unions, and Mr. A. J. Espley, nominated by the British Transport Commission. The National Union of Railwaymen and the Transport Salaried Staff Association made unspecified wage claims, while the Associated Society of Locomotive Engineers and Firemen sought 10 per cent on wages and a 40-hour working week. Mr. S. F. Greene, general secretary, N.U.R., blamed the B.T.C. position on Government interference with increases of charges. Mr. Greene made these points:

That railway wages were below the level of those in other nationalised industries and public undertakings.

The declaration by the Cameron court of inquiry in 1954 that railwaymen should not be in a worse position than their colleagues in comparable industries, had not been fulfilled.

There had been an increase of 4 per cent in the cost of living since last March, the date of the last wage increase.

It was no answer to the claim for the Commission to say it had not got the money. Its financial difficulties had been caused by unreasonable statutory controls and Government intervention which the Commission had not opposed as vigorously as it ought.

It had not been established that a wage increase for railwaymen would be inflationary. The Commission was entitled to expect co-operation from its staff only if it paid reasonable and fair wages.

Mr. A. Hallworth, secretary, A.S.L.E.F., made much of rises in rent, giving one example of a 174 per cent increase. For the T.S.S.A. Mr. W. J. P. Webber, secretary, said the B.T.C. contention appeared to be that railwaymen's wage claims could not really be considered on their own merits, but were vitiated because of their consequential effect on other claims. Members were "very sore indeed" at talk of them leading the way when they knew how far railwaymen were behind others.

Attractions of Railway Service

IN his reply, Mr. A. B. B. Valentine, a member of the British Transport Commission, said that railway life had an immense appeal to many types compared with most industrial employment; its element of adventure, constant variety, absence of monotony, freedom from close supervision, scope for initiative, met a sense of personal satisfaction in doing something worth while. "The prospect of a mainly outdoor life as well causes me not to be surprised in the least that local authorities have to offer much more to get men into dead-end occupations like that of dustmen than we do to start men off in a railway career." Except in a few areas in a few special grades the railway problem was not the recruiting of staff. It was rather that of dealing with possible redundancy as the reshaping of the system proceeded under modernisation. We summarise the arguments presented on behalf of the Commission by Mr. Valentine. First he dealt with the relative level of railwaymen's income and the small increase in the cost of living in the past twelve months. The contention that railway salaries and wages—or earnings—are too low compared with those in other industries has not been established, he said, but, on the contrary, in the last three years they have been three times substantially improved and cannot any longer be said to be lagging behind. As proof of that, there is no case for any general increase of railway salaries or wages because of any special difficulties B.R. is experiencing in the labour market. On the contrary, the railways are feeling rather less than others the difficulties of recruiting and retaining staff which are common to practically

all employers in a time of full employment. The increase in the cost of living since the last favourable settlement was made twelve months ago is only 3.2 per cent.

Self-Defeating and Tragic

AN increase of pay at this time in an attempt to restore the purchasing power of the staff to the level prevailing last March would be largely self-defeating because it would inevitably give rise to a general round of wage increases causing in turn a further rise in prices. Indeed, it would be worse than self-defeating because it would seriously endanger the prospects of the railways and the best interests of railway staff. Railway modernisation, now fast proceeding, holds out an increasingly bright future for British Railways, not far off, but the Commission is passing through a difficult phase in its finances until the benefits of modernisation can be reaped. To tide over this period Parliament has approved a scheme for financing the current deficits of the Commission but within specified limits. The present position has already called for the severest practicable economy on the railways to make ends meet this year. Commercially the prospect of gaining further revenue by higher charges is both small and uncertain, and anything obtainable from this source is needed already to enable the undertaking to live within its means at present costs. If, in these circumstances, the wage bill were increased, the Commission would be forced to cuts in expenditure and services which would be likely to lose traffic to the permanent and serious damage of the business. Such a blow to the future prospects of British Railways would involve a tragic outcome to the staff. Lastly, Mr. Valentine contended, an increase of railway salaries and wages at this juncture would destroy another prospect, perhaps less certain at the moment, but quite real—the prospect that prices may keep steady or fall, if only we do nothing to touch off another futile round of rising wages and prices. It would be even more tragic to throw away the chance that this might happen. Never was there a more compelling case in the interests of the staff concerned—and everyone—for taking no immediate action on a wage claim but for waiting.

Shorter Working Week Plea

BEFORE the tribunal concluded its hearing the case for a 40-hour week for footplate men was put by Mr. Hallworth, who mentioned the "intensification and responsibilities" of train working, exceptional circumstances—railway transport, absorption of redundant men, and justification from greater productivity. Mr. W. P. Allen, the B.T.C. manpower adviser, in response, pointed out that, with one or two exceptions, the major industries had a 44-hour week and an endeavour to obtain a 40-hour week in the present climate for transport was unrealistic. At present there were 38,000 drivers and motormen; another 8,000 would be wanted if the application were granted. Repercussions on other sections of staff would be unavoidable. The claim would cost £3,800,000 a year in itself, but if applied to other sections the cost would be £20 million. Further, Mr. Allen said there was no evidence of increased responsibility and strain due to the speeding up of services. Certain services had been improved. That did not mean necessarily increased speed, but better average speed due to fewer intermediate stops and lighter train loads.

Forthcoming Events

- March 29.—Light Railway Transport League. Paper by Mr. F. Morton Atkins, "Tramway Cartography." At 153 Drummond Street, London, N.W.1. 3 p.m.
- March 31.—Institute of Transport (Darlington). Paper by Mr. K. A. Kindon, "Some Misconceptions of British Railways." At United House, Grange Road, Darlington. 7 p.m.
- Institute of Transport (Scottish). Annual dinner and visit of president. At North British Hotel, Edinburgh. 6 p.m.
- Historical Model Railway Society. Paper by Mr. P. B. Whitehouse, "The Tralee and Dingle Light Railway." At Railway Tavern, Liverpool Street, E.C.2. 7 p.m.
- Institution of Electrical Engineers (Radio and Telecommunications). Paper by Mr. W. E. Brunt, "Future Radio-communication Methods for Civil Aircraft." At Savoy Place, W.C.2. 5.30 p.m.
- Society of Engineers. Paper by Mr. A. H. Toms, "Soil in British Railway Civil Engineering." At Apartments of Geological Society, Burlington House, W.1. 5.30 p.m.
- April 1.—Institute of Transport (Irish). Paper by Mr. A. J. Walls, "Aircraft Development." At C.I.E. Club, Earl Place, Dublin. 6.15 p.m.
- Institute of Transport (Midland). Annual general meeting and film display. At Exchange and Engineering Centre, Birmingham. 6.30 p.m.
- Institute of Civil Engineers. Paper by Sir Claude Inglis and Mr. F. J. T. Kestner, "The Long Term Effects of Training Walls, Reclamation and Dredging on Estuaries." At Great George Street, S.W.1.
- Permanent Way Institution. (Leeds and Bradford). Paper by Mr. P. B. Davis, "Pre-Electrification Work in Stratford District." At B.R. Social and Recreation Club, Ellis Court, Leeds City Station. 7 p.m.
- National Conference of Road Transport Clearing Houses. Annual general meeting and annual luncheon. At May Fair Hotel, W.1.
- April 2.—Institute of Transport (Northern Ireland). Annual dinner and visit of vice-president. At Belfast Castle, Belfast. 7 p.m.
- Institution of Railway Signal Engineers (York). Annual general meeting. At Signalling School, Toft Green, York. 5.30 p.m.
- Omnibus Society (South Wales). General meeting and films. At Y.M.C.A., opposite Queen Street Station, Cardiff. 7.30 p.m.
- Electric Railway Society. Paper by Mr. B. J. Prigmore, "Some Swiss Main Line Scenes." At 153 Drummond Street, N.W.1. 7.15 p.m.
- April 4.—Light Railway Transport League. Annual Convention. In Scotland.
- April 5.—Light Railway Transport League. Visit to Aberdeen Corporation Tramways.
- April 15-18.—Scottish Road Passenger Transport Association. Annual Conference. At Turnberry.
- May 13-15.—Public Transport Association. Annual Conference. At Harrogate.
- June 3-6.—Institute of Transport. Congress. In Dublin.
- September 1-7.—Society of British Aircraft Constructors. Flying display and exhibition. At Farnborough. (Public days September 5, 6 and 7.)
- September 26-October 4.—Commercial Motor Transport Exhibition. At Earls Court.

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FLOATING CONTAINERS

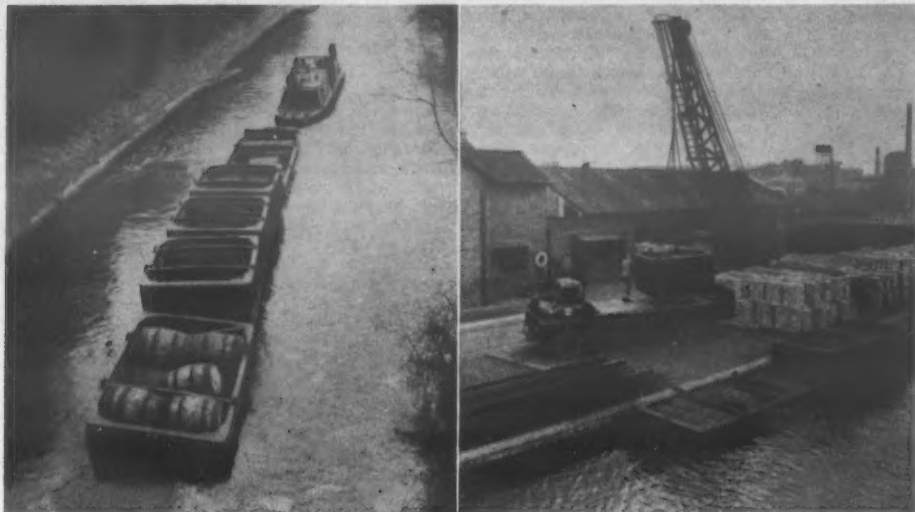
British Waterways Enterprise

DEMONSTRATION IN MIDLANDS

THERE are over 100 miles of narrow (7-ft.) waterways in the Midlands, inherited by British Waterways from the Birmingham Canal Navigations, with many factories and industrial installations on the banks for which

in respect of which the waterways enjoy a high degree of immunity.

The system would be extremely flexible in operation, capable of handling consignments of a few tons but being particularly suitable for large and regular movements. The containers would be



A train of experimental floating containers or compartment boats on a Midland canal and, right, a container being lifted from the water on to a British Waterways Bedford lorry at Tyseley

they could provide a relatively cheap and speedy form of transport, especially between Wolverhampton and Birmingham, an almost lock-free stretch. Nevertheless, they have suffered from two drawbacks. In the first place the narrow boat carrying 25 tons is too large

hailed by a tug and the requisite number could be dropped off at a trader's premises in the same manner as at a private siding on the railways, but with the added facility of internal movement within the works without unloading.

On long sections of the Midlands waterways there is an absence of locks, but in order to secure free-



British Waterways network in the Birmingham area

for the economical transport of the many small consignments which move from one works to another. Secondly, there is the laborious and costly operation of loading, stowing and unloading boats and conveying goods to and from the waterside, the expense of which has fallen upon the trader, in many instances rendering unattractive a form of transport which has many advantages.

Container Scheme

To obviate these difficulties, as indicated editorially in our March 22 issue, British Waterways is contemplating the introduction of the compartment boat system which has proved so successful for the conveyance of bulk commodities on waterways in the West Riding of Yorkshire, such as the Aire and Calder, but specially adapted to the conditions existing in the Midlands. This would entail a floating container constructed of reinforced glass fibre plastics or aluminium suitably strengthened, which could be either placed in or removed from the water by means of a crane or specially constructed slipway.

It would be provided with a watertight door which would fall outwards to facilitate loading and discharging in the customer's premises, and could be easily moved from one place to another on a road vehicle trailer or works trolley. It could be collected at the customer's convenience. In this respect it would possess all the advantages of the conventional container, thus obviating the need for a high standard of packing with consequent expenditure, and minimising damage and pilferage,

dom of movement throughout the system the containers have been designed to pass through the locks, i.e. with a beam of 7 ft. and a draught of 3 ft. 6 in. Three types of containers are envisaged:

length ft.	weight (empty) cwt.	capacity tons
7	11	3
10	15	4
17	22	5

The weight ratio to tonnage carried will therefore be low and will facilitate handling of the containers. The management of British Waterways believes that the new system might have distinct possibilities in the Midlands and last week's demonstration was arranged for the benefit of potential users. Views on its practical application to individual requirements were sought.

Technical Proposals

The container will be built either of glass fibre reinforced plastics or aluminium; bracing and ribbing will be moulded into the finished craft to make a light but strong unit. A false stacking floor of 1-in. tongued and grooved boarding will be laid on 4 in. by 2 in. bearers, bringing this floor to a height of 4 in. above the actual bottom of the container. On the outside of the skin of the container there are four rubbing guards 2 1/2 in. by 1 1/2 in., the top and bottom guards being completely surrounded by a 2 in. by 1/2 in. metal rubbing band.

Four lifting eyes, in pairs, complete with metal bands surrounding two sides and the bottom of the container, are fixed inside the rubbing guards. Opposite each pair of lifting eyes and spanning the

(Continued on page 10)

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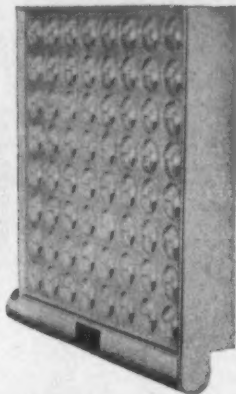
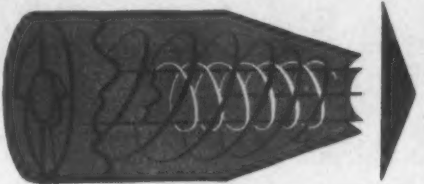
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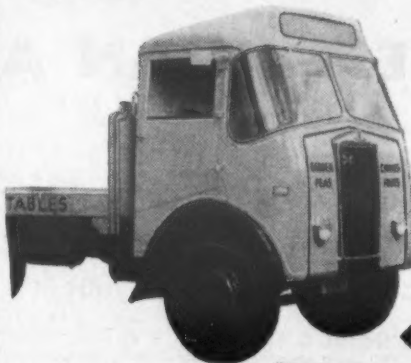
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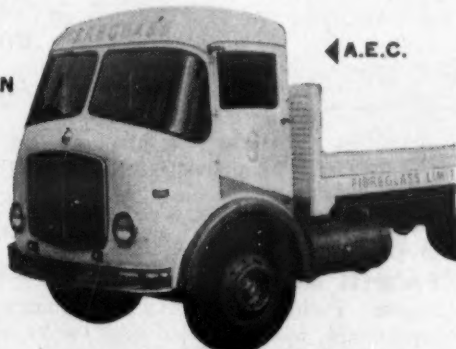
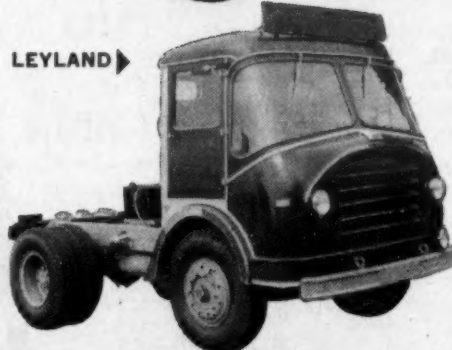
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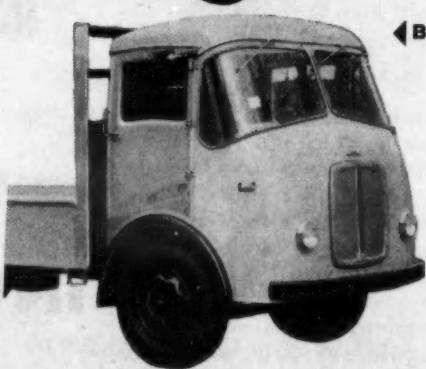
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LORRY—BUS—COACH

Burst Tube in Air-Braking System

A CLAIM against a Stockton-on-Tees haulier for £250 18s. 2d. for damages and loss of earnings, by Stockton Corporation, failed at Stockton County Court. The action was the result of an accident at Stockton on May 28 last when a lorry and trailer owned by Tees-side Carriers, Limited, ran into the rear of a Corporation bus. For the corporation, Mr. J. Willis said the defendant admitted that the accident was due to a failure in the lorry's braking system. The firm contended that this was due to a latent fault in manufacture which was not discoverable by the exercise of reasonable care and maintenance. The corporation claimed, however, that the defect which caused the tube to "blow" should have been discovered in routine maintenance checks, and the tube replaced.

Mr. W. C. Wilson, general manager of the bus undertaking, in reply to Mr. W. F. Steer, for the firm, agreed that the only way a defect could be discovered was to examine the tubing for bulges which indicated weaknesses. Surface scratching did not necessarily indicate a weakness. A consultant motor engineer from Newcastle upon Tyne, Mr. W. A. Walker, said he had examined the section of the pipe that had burst and had noticed a number of scratches on the rubber and in one place a three-quarter inch tear. Brake tubing that had any cracks in it should, in his opinion, be renewed. In reply to Mr. Steer he said that if there was a latent fault in the manufacture of the tube, especially if it was in the canvas thread inside, it might never be discovered. Mr. John Hutchinson, a director of the firm, said that when he examined the section of the tubing that had fractured, he found that inside at one point the canvas was only two-ply in thickness instead of three-ply as it was elsewhere. This, he thought, was the defect that had caused the tube to burst.

The firm's vehicles, he said, were given a thorough check with particular emphasis on brakes, tyres and steering, every 10 to 14 days. Brake tubings were inspected both visually and by hand. The judge said he was satisfied the firm had not had any reasonable opportunity to discover the existence of the fault, and also that the driver had not been negligent.

Portsmouth Loading Ban?

LOADING or unloading bans were likely to be considered by the Portsmouth authorities, it was intimated at the annual general meeting of the Portsmouth and District Area of Traders' Road Transport Association at Southsea. Proposals are, however, as yet only in preliminary stages and no decision of any kind has yet been taken, it appears.

London Busmen Vote for Strike Powers

BY 128 votes to four, a delegate conference of London bus workers on Tuesday decided in favour of seeking plenary powers, which include strike action, in support of their claim for a 10s. 6d. per week wage increase for all workers, instead of the 8s. 6d. which London Transport is prepared to concede to Central busmen. This was the award of the Industrial Court. The delegate conference re-

jected this award and Mr. Frank Cousins, general secretary of the T. and G.W.U., said he supported this decision. The resolution will be considered by the finance and general purposes committee of the union on Wednesday next week. The four dissentient voters considered 10s. 6d. insufficient.

Last Aberdeen Tram Date

ABOUT 20 A.E.C. Regent Monocontrol buses with Park Royal 66-seat bodies will be used by Aberdeen Corporation Transport Department from May 4 (Sunday) onwards to replace its last tram service, between Bridge of Don and Bridge of Dee. This tram route, No. 1, has 14 postwar bogie-type cars and four older single-truck cars allocated to it, but the bus route will be extended at both ends to absorb the present feeder bus routes 13, from Bridge of Dee to Garthdee which requires three double-deckers, and the circular route 12 from Bridge of



The products of an East Midlands plasterboard manufacturing plant are delivered on this A.E.C. Mammoth Major eight wheeler; right, Holmes (Preston), Limited, constructed the bodywork of this Albion Chieftain van in light alloys, fitting a translucent reinforced plastics roof. Unladen weight is 4 tons 1 cwt. and floor length 22 ft.

Don to Balgownie, at present operated with a one-man single-decker. There will be no change in fares—transfers are at present available between buses and trams—and the basic service frequency will be 3 min. between Bridge of Dee and Seaton (short of the Bridge of Don terminus), falling to 12 min. at slack hours to Balgownie.

Miniature Buses in Rural Areas

THE Minister of Transport has now issued the consolidated P.S.V. (Conditions of Fitness) Regulations which will, inter alia, permit the use of miniature buses in rural areas with fewer modifications than have been necessary in the past. These new consolidated regulations also cover the conditions of fitness for all buses and coaches used for public transport and not merely those for 12-seaters. Besides further improving safety requirements they ensure that some of the benefit of the increases in the maximum length and width of public service vehicles now being made (compared with what was permitted when many existing vehicles were put

on the road) is passed on to passengers in the form, for example, of a little more space between facing seats. The regulations are entitled the Public Service Vehicles (Conditions of Fitness) Regulations, 1958, and the Public Service Vehicles and Trolley Vehicles (Carrying Capacity) (Amendment) Regulations, 1958. The P.V.O.A., which, like other organisations, has strongly opposed the use of miniature buses, has asked members to watch the position closely and to report any cases where their operation impinges on members' activities, whether licensed or not.

Road-Rail Committees Help, But...

NEGOTIATING committees helped licensing authorities considerably, but they did not always have the full information about licence applications before them, said the Northern area authority, Mr. J. A. T. Hanlon, at Stockton-on-Tees recently. An applicant for an additional vehicle or A-licence for a trunk service to Norwich, together with a further B-licence conditioned with a 35-mile radius, said that he had withdrawn previous applications because he could not get agreement with objectors and the committee. Mr. Hanlon said that the road-rail committee had put the applicant, Mr. Augustin Bell, of Stockton, in a

area has just been published, price 13s. 6d. post free. This is probably the most complete index to operators which has yet been evolved by an R.H.A. area, but prospective purchasers are warned that, because it is an area directory, it does not include many provincial-based operators with offices or depots in London.

Now or Never for C-Hirers

HIS recent offer of short-term B-licences to hauliers at present engaged in C-hiring work while an application for a full-term A- or B-licence was made would not be kept open indefinitely, and it would be in the interests of all concerned to give up C-hiring immediately said Mr. Alex Robertson, the deputy Scottish area Licensing Authority. Sooner or later they "would be caught, as I must take vigorous action to safeguard the interests of hauliers, for whom C-hiring is a menace to their existence."

Daily, But Not Weekly, Rover Tickets

GRANTING the Birmingham and Midland Motor Omnibus Co., Limited, authority to introduce daily "anywhere" tickets at 10s., but refusing the application in respect of weekly 39s. 6d. tickets, the West Midlands area Traffic Commissioners say that while undoubtedly there will be some competition with existing excursions and tours it would not be wasteful competition. Stage carriage vehicles have obvious limitations, and excursions and tours operators with more luxurious vehicles should be well equipped to stand such competition as may be introduced. The continuance of this facility will be reviewed within a reasonable period in order to obtain evidence of its use and effect, if any, upon excursions and tours.

The application rested upon the desire of the company to attract new traffic which would bring in additional revenue, particularly to offset in part the loss on rural services which was now running at some £600,000 per annum. Until July 31, 1940, Midland "Red" operated a system of day anywhere tickets on all stage services except for certain "X" services. The cost of the daily ticket was 5s. and the revenue during 1938 was £1,824, made up as follows: five weeks in June, £277; three weeks in July, £214; four weeks in August, £704.

The application was strongly objected to by 59 operators who held road service licences to operate excursions and tours. Their objection was more strongly marked in connection with the introduction of the weekly holiday tickets, which it was said would be most attractive to members of the public who stayed at home for their annual holiday and who would otherwise be potential customers for excursions and tours. In regard to the evidence submitted in support of the proposals, the demand was modest in character, says the Commissioners' report.

Bus and Coach Developments

G. T. Vincent, Easington Colliery, proposes a service between Peterlee and Easington Colliery.

London Transport seeks route modifications in the Crawley area to enable it to use the new bus station there.

Crosby Motor Services, Limited, applies for a new service behind Holyhead (Bus Station) and Morawelon Housing Estate. Swindon Corporation proposes a considerable reorganisation of its services.

Wallace Arnold Tours (Devon), Limited, applies for the excursions and tours from Torquay of Excelsior Coaches (Torquay), Limited, and from Paignton of Waverley Motor Coach Tours, Limited.

Certain fares in the Aylesbury, Amersham and Tring areas are being increased by London Transport on March 30 to the general L.T.E. level.



BIG REASONS WHY YOU'D BE WISE TO INVEST IN AN AUSTIN B.M.C. 7-TONNER

This great 7-tonner is now available with 160 inch wheelbase — check up on its many advantages at your Austin dealer's now.

Massively built throughout. Every part engineered specifically for heavy duty. Extra-strong chassis frame rigidly braced by 5 robust cross members. Exceptionally strong axles and springs take full gross load with complete safety.

Powerful B.M.C. diesel engine. 6 cylinder, 5.1 litre direct-injection engine develops 105 B.H.P. at 2,600 r.p.m. Precision-built injection equipment, with shrouded inlet valves, ensures perfect combustion with no fuel wastage.

All-steel safety cab with instantly adjustable driver's seat, double-opening windscreen, swivelling louvres for draught-free ventilation, twin wipers, numerous optional extras.

Electrically controlled 2-speed axle. Combined high and low ratios in the Eaton 2-speed axle give 8 forward and 2 reverse gears. Fast schedules can be maintained, overdriving eliminated, fuel consumption and engine wear and tear reduced.

Power assisted steering. The 7-tonner can be manoeuvred almost as easily as a saloon car. Power-assisted steering provides positive control and relieves the driver of all effort and fatigue without loss of 'road-sensation'.

Extra safety. Servo-assisted hydraulic 2-leading-shoe brakes provide adequate stopping power for any emergency. Cab safety features include welded steel construction, toughened glass, forward-hinged doors, excellent visibility.

Other great Austin advantages. The 7-tonner is also available as chassis with cab or scuttle on either 120 in., 150 in. or 160 in. wheelbase. Austin dealers can advise you on special bodywork. See your dealer, too, about the other vehicles in the Austin range from ½ ton to 15 tons (Prime mover gross train weight). Every vehicle carries a 12 months' warranty and is supported by B.M.C. Service—Britain's best Service and Parts Organisation.



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DIESEL-HYDRAULIC LOCOMOTIVES

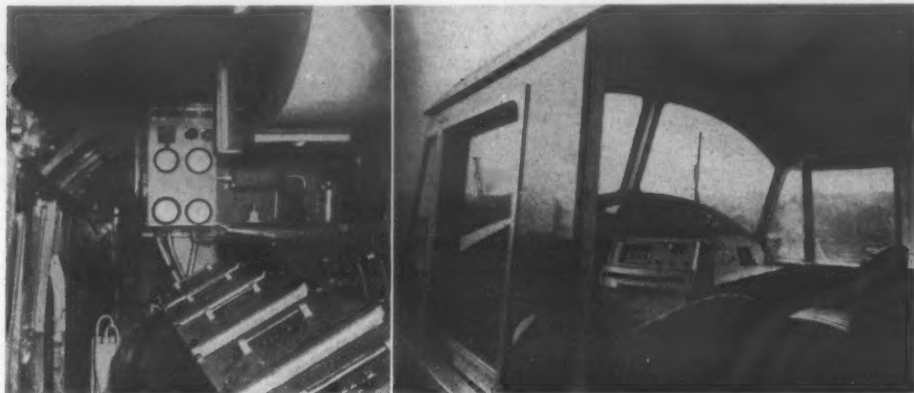
North British Units for Western Region

2—TRANSMISSION AND CONTROLS*

We continue below our description of the 2,000-h.p. diesel-hydraulic locomotives of the Warship class supplied by North British Locomotive Co., Limited, Glasgow, to the Western Region of British Railways as part of the elimination of steam traction west of Newton Abbot.

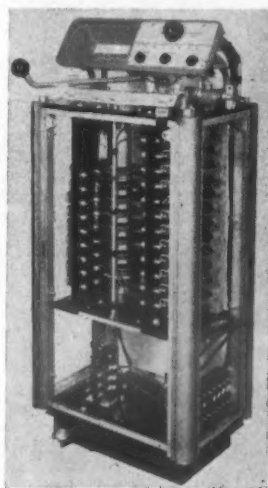
TWO Voith-North British type L306r hydraulic transmissions are fitted. The transmission contains three torque converters. Infinitely variable torque multiplication is inherent in the design of each hydraulic torque converter, but one is designed to be the most efficient at starting and

applies the train brake and makes a proportional application of the locomotive air brakes. The air brake handle does not affect the train, but makes a straight air application on the locomotive, or on all locomotives in multiple. In the unoccupied cabs the air brake handle is in the release position and the vacuum brake handle is in the running position. When hauling an unbraked or partially braked train the brake application on the locomotive must be controlled by the three-chamber reservoir unit. The operation of the vacuum emergency valve must be delayed until that application is completed. This is accomplished by intro-



Interior of engine compartment and, right, view into driver's cab of D600, "Active"

low speeds, the next for intermediate speeds and the third for high speeds. One converter is filled as another is emptied and the change is made without interruption to the transmission of torque to the wheels. This is the distinctive Voith principle. Transmission oil is cooled in a heat exchanger where the heat is transferred to the engine cooling water. This method ensures rapid warming up to the best operating temperature and prevents excessive temperature rise even under severe overloads. Reverse gears are built into the transmissions, the direction of change being controlled by electro-pneumatic valves. An interlock will not allow the driver to reverse the locomotive while it is still in motion.



B.T.H. master controller with cover removed

The drive from each hydraulic transmission to the axle-mounted gearboxes on the outer axles of each bogie is through Hardy Spicer cardan shafts fitted with needle-bearing universal joints. The David Brown gearboxes on each bogie have spiral bevel reduction gears and the reaction torque from each gearbox is taken through torque arms and rubber bushes to the bogie frame. Each engine and transmission unit is independent of the other and can be

ducting into the supply pipe to the vacuum emergency valve a "Train braked—Train unbraked" changeover cock and a timing reservoir.

A flyhandle on the driver's air brake cuts out the proportional application and allows the locomotive to be moved even if the train pipe vacuum is broken. There are four brake cylinders on each bogie, operating clasp brakes on each wheel. Slack adjusters are provided to take up slackness due to brake wear. Exhausters (by Electric Construction) and Westinghouse compressor are each electrically driven from individual motors. A deadman's pedal is provided in each cab and when released after a time delay, the locomotive's brakes are applied and the engine reduced to idling. A deadman's pushbutton is provided for manoeuvring.

Controls

The internal lighting is all at 110 volts and may be connected to an external supply of 230 volts a.c. through a changeover switch and a step-down transformer. The marker lights are run on 24-volt current. The controls are grouped together in each cab. At the first step of the power handle the engine idles but no power is transmitted since the filling valve of each transmission is in the closed position, allowing no oil to the first torque converter. At the next step the transmission filling valve of each transmission opens and power is transmitted to the wheels. The remaining steps give progressively greater engine speeds and greater power to the wheels up to the maximum. When the master reversing handle is at the "off" position in the driving and driverless cab, all controls are dead. This master handle is locked in the "off" position when the master key is removed. In this way unoccupied cabs are made safe in multiple working. Interlocks prevent incorrect operation of the reverse gears and the applications of power unless the gears in all transmissions are home in the correct direction.

Gauges, instruments, light switches and warning lights are grouped in each cab. Separate start and

2,000-H.P. DIESEL-HYDRAULIC LOCOMOTIVES: SUB-CONTRACTORS

Radiators, heat exchangers and fan	Serck Radiators, Limited.
Final drive gearboxes	David Brown Industries, Limited.
Cardan shafts	Hardy Spicer, Limited.
Axlebox bearings	British Timken, Limited.
Train heating boiler	Spanner Boilers, Limited.
Air and vacuum brake fittings including exhausters and compressors	Westinghouse Brake and Signal Co., Limited.
Brake, pressure and temperature gauges	Smiths Industrial Instruments, Limited.
Cab heating and demisting	Smiths Industrial Instruments, Limited.
Warning equipment	Deslax, Limited.
Windscreen wipers and washers	Trico-Folberth, Limited.
Fire fighting equipment	Pyrene Co., Limited.
Cab castings	Lightalloys, Limited.
Aluminium sheeting and sections	J. Booth and Co., Limited.
Air filters	Vokes, Limited.
Lubricating oil filters	Vokes, Limited.
Cab windows	Beckett, Laycock and Watkinson, Limited.
Air extraction fans	Vent-Axia, Limited.
Control gear (master controller, contractors, indicator lights, push buttons)	British Thomson-Houston Co., Limited.
Lubricating oil pump motor	British Thomson-Houston Co., Limited.
Radiator fan motor	British Thomson-Houston Co., Limited.
E.P. valves	British Thomson-Houston Co., Limited.
Pressure switches	British Thomson-Houston Co., Limited, and Square D, Limited.
Timing relays	Square D, Limited.
Temperature switches	Honeywell-Brown, Limited.
Dynostarter	Electric Construction Co., Limited.
Exhauster motor	Electric Construction Co., Limited.
Voltage regulators	British Brown-Boveri, Limited.
Jumpers connections	General Electric Co., Limited.
Terminal blocks and solenoids	General Electric Co., Limited.
Batteries	D.P. Battery Co., Limited.
Engine room lighting	Dorman and Smith, Limited.
Cab lighting	J. Stone and Co., Limited.
Smith Stone speedometers	J. Stone and Co., Limited.
Tachometers	Smiths Industrial Instruments, Limited.
Fire detectors	Supvic Controls, Limited.
Cables	British Insulated Callenders Cables, Limited.
Connectors (Crimp type)	Erma, Limited.
Cab heaters	George Bray, Limited.
Hotplate	English Electric Co., Limited.
Fuel and water gauges and equipment	Firth Cleveland Instruments, Limited.

cut out if required. The dynostarter on each engine is supplied by the Electric Construction Co., Limited, and is driven directly from the engine crankshaft and when acting as a generator provides 110-volt current for supplying the electrical load and charging the battery. The voltage is automatically held within fine limits irrespective of the generator speed. When acting as a starter the starting current is drawn from a 48-cell lead-acid battery. The Serck radiator cooling fan motor for each engine is controlled by the water outlet temperature from the engine. When the water temperature reaches 180 deg. F. (max.) the fan is automatically switched on; engine water temperature is then controlled by Drayton regulator. When the water temperature drops to 170 deg. F. the fan is switched off.

A Westinghouse vacuum-controlled straight air brake is fitted; the driver's vacuum brake valve

stop buttons allow either engine to be cut in or out at will. Automatic safeguards protect the engines and transmissions against excessive oil temperatures, and the engines against loss of oil pressure, loss of water or excessive overspeed. Warning lights are provided at each engine position and a general warning light shows the driver if a fault has developed. Remote-reading tachometers indicate to the driver the engine speeds of any engine, even when in multiple. On the control pedestal, lights indicate the functioning of the reverse gears. Failure of air pressure or vacuum prevents the engine being used to drive the locomotive.

Train Heating Boiler

The Spanner boiler is situated at the centre of the locomotive and is automatic after the initial lighting up. The boiler working pressure is 80 p.s.i. and the water level of the boiler is maintained by a regulator at the correct working level. Automatic train control apparatus is fitted.

New Signalling at Cromwell Road



Interior of
Cromwell Road
Box

One of the
relay rooms and
interlocking
machines



On July 28th London Transport brought into service the re-arranged track layout between South Kensington and Gloucester Road on the District Line, together with the modernised signalling which included a centralised control at Cromwell Road.

Formerly operated from five boxes, the new box controls the signalling of the whole area by two new push-button control desks, with the aid of three new remotely operated interlocking machines in the South Kensington, Gloucester Road and Triangle Sidings area, and three already existing at High Street Kensington, Earls Court East, and Earls Court West.

The signalling equipment was made and supplied to the requirements of Mr. R. Dell, Signal Engineer, London Transport Executive.

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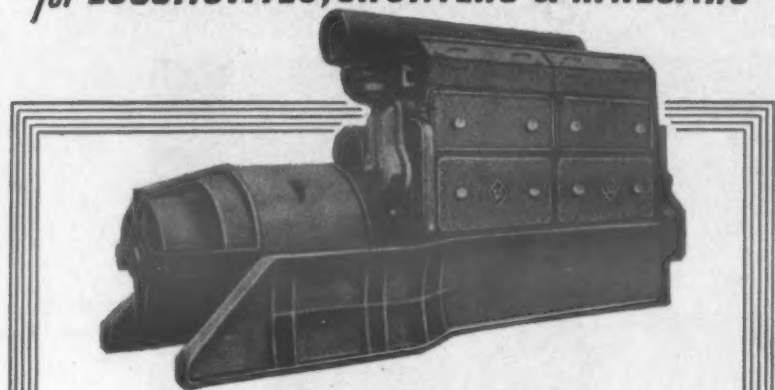
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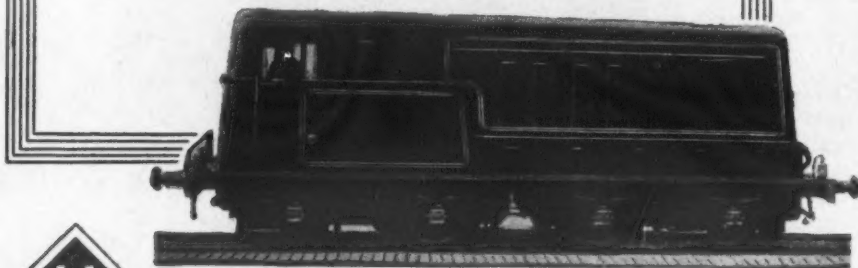
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L. 269 A

NEWS FROM ALL QUARTERS

Oil in the Sahara

A permit, valid for five years, to search for oil and gas over an area of about 1,750 sq. miles in the Sahara, has been granted to the Société des Petroles de Valence, in which the B.P. group has a substantial interest.

Car Train to Newton Abbot

The Western Region is to introduce a car tourist service between London and Newton Abbot for the 1958 season, which will supplement the service inaugurated in 1956 between Paddington and St. Austell. It will be available each weekday from April 2 to October 11 except at Easter, and will provide for the overnight conveyance of cars, the passenger travelling on selected day trains.

Sheffield-London Diesel Pullman

In the autumn of 1958 a diesel-hauled Pullman train will be introduced on the Great Northern line between Sheffield Victoria and Kings Cross via Retford, giving a twice daily service in each direction, with certain intermediate stops, on Monday to Friday inclusive. Final timings have not yet been decided, but the service is being planned on the basis of a journey time of less than three hours with the first Sheffield departure shortly after 7 a.m.

Home Counties Road Scheme

The Minister of Transport is inviting comments from local authorities on a proposed first section of the South Wales motorway which would commence as a second tier of the Great West Road near the Chiswick flyover and terminate at a point near Langley, Slough. There would be only four intermediate access points, one to and from London Airport. Work starts next month on the Maidstone by-pass, leaving A.20 at Preston Hall and rejoining it near Hollingbourne.

R.C.T.S. Tours

The last Atlantic type locomotive to remain in service on British Railways, the Southern Region No. 32424 *Beachy Head*, will undertake its final passenger duty on April 13, hauling a special Railway Correspondence and Travel Society train from Victoria to Newhaven, departing at 10.25 a.m. The run will be non-stop via Clapham Junction, East Croydon, Three Bridges, Haywards Heath and Lewes, arriving Newhaven Harbour at approximately 11.45 a.m. At Newhaven, the harbour installations will be visited. During the afternoon the main-line train will proceed from Newhaven to Brighton returning by way of the main line to Victoria. A second Hertfordshire rail tour will be run from Fenchurch Street on April 27, taking the following route: Stepney East, Bow Junction, Stratford, Lea Bridge, South Tottenham, Junction Road, Gospel Oak, Kensal Rise, Willesden Junction avoiding line, Harrow and Wealdstone, Stanmore and back, Watford Junction, St. Albans Abbey, Hatfield, Hertford North, Hertford East, Broxbourne, Cheshunt, Bury Street Junction, Angel Road, Lea Bridge, Victoria Park, Dalston Junction and Broad Street (arrive 6.55 p.m.). Fare, including printed itinerary, is 13s. 6d.

Conversion of Glasgow Tram Depot

Approval has been given to a scheme for the conversion of the Glasgow Corporation tram depot at Possilpark to a bus garage. The new garage is estimated to cost £98,692, and will accommodate 108 vehicles. As already recorded, certain of the tram routes in this area are being replaced by bus operations.

Luton Road Development Plan

A flyover in the centre of the town is a feature of a Luton redevelopment scheme recently submitted by the council to Bedfordshire County Council for approval. It would carry traffic on the A6 road through the town over Chapel Street in the town centre. Waller Street would be widened to 70 ft. and redeveloped with shops.

Off-Shore Search for Coal

The National Coal Board intends to prospect for undersea coal off the North East coast this summer and an off-shore test rig is nearing completion at West Hartlepool. The 1,100-ton structure, 170 ft. high, will be capable of drilling 5,000 ft. under the sea bed, and it is hoped that it will help confirm the existence of seams which when worked by shafts from the mainland, will lengthen the life of some of the coastal collieries by up to 200 years. It will be the first to be used around English coasts, but a similar structure was used by the Scottish Division in 1955.

I.T.D. to Make Clark Trucks

Certain items in the American Clark range of mechanical handling equipment are to be manufactured under licence in this country by I.T.D., Limited, maker of the Stacatrac and Portapal range of fork-lift and hand pallet trucks. Assembly at the Hall Green, Birmingham, works is expected to start later this year, but some U.S. models will be imported for display at the Mechanical Handling Exhibition on May 7-17. The Powerworker range of larger hand pallet trucks is likely to be made here. I.T.D. has for some time been owned by the Austin Motor Co., Limited, Crompton Parkinson, Limited, and the Clark company on an equal participation basis.

Inland Waterways Charges Scheme

The inquiry by the Transport Tribunal into the B.T.C. harbours charges scheme was concluded on Wednesday last week and the findings will be made known later. A similar inquiry into the inland waterways charges scheme opened on Monday this week. Mr. E. S. Fay, Q.C., said this scheme, by and large, "commended itself to the community" and the principal objector was possibly the Inland Waterways Association; also objecting was the National Coal Board. He emphasised that carriage charges were excluded from the scheme because the B.T.C. was free to arrange these as it thought fit. All other charges must be reasonable; a common scale was quite impracticable, said Mr. W. L. Ives, principal traffic officer of British Transport Waterways.

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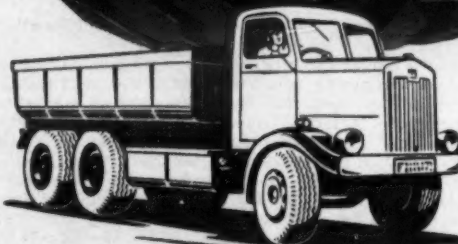
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DRIVE SAFELY



COMMERCIAL AVIATION

Rolls-Royce Avon RA29

CAR IMPORTS BY AIR

THE Rolls-Royce Avon RA29 Mk524 has been given full normal category approval for use in civil aircraft by the British Air Registration Board. The Mk524 of 10,500 lb. thrust was tested in accordance with the requirements of the combined U.S.-U.K. civil type test schedule. The Avon RA29 will power the de Havilland Comet 4s ordered by British Overseas Airways Corporation, the Comet 4Bs ordered by British European Airways Corporation and the Sud-Aviation Caravelles ordered by Air France, Scandinavian Airlines System, VARIG, of Brazil, Finnair, and Air Algerie. The engine is currently undergoing intensive flight development in the de Havilland Comet 2Es operated by B.O.A.C. on daily flights between London and Beirut. More than 5,500 engine hours have already been completed. The engines operated by B.O.A.C. have been examined by the Air Registration Board at 250 and 500 hr. and at 750 hr. which is the present authorised overhaul life for the Comet 2E engines. Further trials allowing engines to run up to 1,000 hours with a view to a further extension of the overhaul life have been authorised. During the whole of the operation to date there has been one premature engine removal, which was due to the failure of an auxiliary unit. The experience thus gained by the Rolls-Royce Avon RA29 under actual airline operating conditions will be of great value in the establishment of long overhaul lives for the engines when they start regular scheduled service.

Comets for T.E.A.L.?

The purchase of three de Havilland Comet 4C jet air liners by Tasman Empire Airways is reported to have been recommended to the Australian and New Zealand Governments by the directors of the airline. The report added that the aircraft were expected to cost about £1 million each and that deliveries would commence in 1960.

S.A.S. to Increase Polar Service

Scandinavian Airlines System has confirmed it will begin to operate a third weekly flight directly over polar regions between the Far East and Europe on April 1.

R.A.F. Comets Complete 5 Million Miles

The fleet of 10 de Havilland Comet 2 aircraft (Rolls-Royce Avon jet engines) of Royal Air Force Transport Command has just passed the 10,000-hour mark—about five million miles of flying from the time some 21 months ago when they began to go into service. They have now flown more than 50 million passenger-miles. These Comet 2s share with the two Comet 1As (de Havilland Ghost engines) of the Royal Canadian Air Force the distinction of being still the only fully operational military jet transport force in the western world.

Britannias to Tehran

A nonstop Britannia proving flight was made from London to Tehran, a distance of 2,743 miles, in 7 hr. 39 min. on March 14, before the resumption by the British Overseas Airways Corporation of scheduled services between the United Kingdom and Persia. The services last operated between the two capitals in October, 1952, when Argonauts did the journey in 17½ hr. eastbound with calls en route. It is planned to reopen the route with two weekly services in each direction beginning on April 22, subject to Governmental approval. Britannias are scheduled to make the journey eastbound in 13½ hr., calling at Frankfurt and Beirut en route. Westbound the journey will take 14½ hr.

British Airlift for French Cars

It has been announced that Renault 750 and Fregates for sale in Britain in the next twelve months will be flown from France to England by Bristol Freighters as a result of an agreement reached between Renault, Limited, and Silver City Airways. Announcing this agreement, M. Claude-Marie Haardt, the Renault general manager in Britain, said that the demand for the Dauphine was so great that the works at Acton was now concentrating exclusively on the assembly of this model. Other models, 750s, Fregates, and Domaines would be flown to Britain by Silver City Airways. The Renaults will be moved from Paris to Etampes by diesel-hauled train, they are then driven to Le Touquet, flown to Ferryfield Airport, and thereafter taken on a transporter to Acton.

New Coach-Air Service to Continent

A new coach-air service, operated by Channel Air Bridge (Air Charter, Limited) will commence on April 1 between Southend and Calais, Ostend and Rotterdam. It will be operated in conjunction with the Eastern National Omnibus Co., Limited, which will provide coaches from London (Euston Square) to Southend Airport. Mr. F. Laker, managing director of Air Charter, Limited, has pointed out that South London has been very well served up to now for Continental services, but that previously no similar facilities have operated to serve North London. Passengers will be flown in Bristol 170 aircraft to Calais, Rotterdam and Ostend as a daily service throughout the year. In the peak summer holiday season, there will be from 3 to 5 daily services during Friday, Saturday and Sunday. The return fares from London will be £6 17s. to Calais, £7 7s. to Ostend, and from £10 14s. to Rotterdam. Throughout journey time from Euston to Calais will be 2 hr. 25 min.

More Viscount Records

Several airline route records now stand to the credit of Vickers Viscounts operated by Middle East Airlines. Two of these records have been set up in recent weeks. On February 22 an M.E.A. Viscount piloted by Captain Dalrymple flew from Zurich to Athens in 3 hr. 7 min. at an average speed of 344 m.p.h. The following day another M.E.A. Viscount flight, from Vienna to Istanbul, was completed in the record time of 2 hr. 50 min.; the pilot on this service was Captain Swann and the average speed was 356 m.p.h. Previous route records established by M.E.A. Viscounts include the following: Beirut-Baghdad (1 hr. 32 min.); Rome-Beirut (4 hr. 5 min.); London-Beirut nonstop (7 hr. 12 min.); Beirut-London (8 hr. 10 min.—including a stop at Rome). As outlined in MODERN TRANSPORT of November 9 and 23, 1957, Middle East Airlines began its Viscount operations in October, 1955, using aircraft leased from Hunting-Clan. Since then M.E.A. has acquired its own fleet of seven new Viscount 754s, its network has doubled in size, and its traffic has increased by over 100 per cent. M.E.A. Viscounts have flown over 17,000 hr. in scheduled service, so that in terms of Viscount operating experience M.E.A. ranks eighth among the 29 airlines now flying Viscounts in 26 different countries.

LOSS TO THE RAILWAY INSPECTORATE



The late Lieut.-Col. G. R. S. WILSON,
C.B.E., R.E. (Retd.)

The sudden death of Lieut.-Colonel George Robert Stewart Wilson, Chief Inspecting officer of Railways, Ministry of Transport, at the early age of 61, will be a sorrow not only to his personal friends but to all ranks of the railway service, among whom his gentle and kindly disposition, allied to technical skill and inspired leadership of his department, had won wide popularity. Educated at Marlborough and at the Royal Military Academy, Woolwich, he was commissioned in the Royal Engineers in November, 1914, and proceeded to France in May, 1915, serving in field companies there and in Macedonia throughout the war. He subsequently commanded a field company in Ireland, and in 1921 was employed by the Colonial Office for the survey work of the Syria-Palestine Boundary Commission. Thereafter he served with the railway troops at Longmoor until 1924, during which time he was also in charge of the Catterick Military Railway and was attached to the South Eastern and Chatham Railway for a year's training course. From 1924 to 1930 he was employed in the Directorate of Movements at the War Office, thereafter serving for two years in Malta. He returned to the Railway Training Centre at Longmoor, where he became an instructor, after undergoing a training course with the Southern Railway. In 1935, having retired from the Royal Engineers, he was appointed an Assistant Inspecting Officer of Railways in the Ministry of Transport. Colonel Wilson was recalled to the Army on the outbreak of war in 1939 and served as Assistant Director of Railways with the B.E.F. in France until June, 1940, when he resumed his duties with the Railway Inspectorate. He was appointed an Inspecting Officer of Railways in 1941 and succeeded the late Sir Alan Mount as Chief Inspecting Officer on August 1, 1949. He visited America in that year in company with Sir Cyril Birtchnell to study safety aspects of operation and maintenance and in 1954, at the invitation of the S.N.C.F., he investigated electric traction methods in France. Among his more notable accident inquiries were Harrow and Wealdstone, 1952, Barnes, 1955, and that at Lewisham on which his report is pending. Colonel Wilson represented the British Government on the Permanent Commission of the International Railway Congress Association and was appointed C.B.E. in the Coronation Honours of 1953.

IN PARLIAMENT

Peak-Hour Bus Service Reductions

IMPETUS TO STAGGERING

IF the settlement of the London bus wage dispute proposed by the Industrial Court was met, the cost of it must be absorbed and not passed on to the user, Mr. HAROLD WATKINSON, Minister of Transport, said in answer to questions on London bus service economies. He was asked to press on with proposals for staggering in view of the peak-hour service cuts already announced for later this year. Mr. Watkinson said these cuts amounted to only about 2 per cent, but there would have to be more if the wage recommendation was put into effect. Its cost must be met from internal economies. He was going to meet the staggered hours committee quite shortly to discuss further steps it could take. With cuts coming, he agreed there must be further staggering for the sake of the travelling public. He rejected compulsory staggering.

Vehicle Tests in Private Hands

Replying to a question from Mr. ERNEST DAVIES, Mr. H. WATKINSON said he could not accept the suggestion that delegating vehicle tests to private garages meant inadequate safeguards against those who did not conduct the tests properly. Mr. Davies suggested they might not always be disinterested.

Reopening South American Air Routes

The British Overseas Airways Corporation accepted the recent main conclusion of a survey party that there was likely to be sufficient traffic in future to justify resumption of operations to Brazil, Uruguay, Argentina and Chile, although losses would initially be incurred. It was unlikely to reopen the route to these countries before some time next year.

"Irresponsible" Flags of Convenience

There was a debate in the House of Lords on March 20 on what LORD WINSTER, who introduced it, called the new "lean years" for British cargo shipping. On January 1 this year, he said, there were 80 ships, aggregating 400,000 tons, laid up for reasons other than repair, and the sad thing was that they included a number which had just completed their trials. There had been a catastrophic fall in freight rates and in recent months as many orders for cargo ships had been cancelled as in the whole of last year.

The debate was characterised by some plain speaking by both Lord Winster and Viscount RUNCIMAN. The former declared that he didn't think "a Liberian existed who knew the stem of a ship from its stern—they mostly lived in the bush"—but Liberia had become the fourth largest maritime country in the world. Viscount Runciman protested that of the total tonnage registered under flags of convenience about 80 per cent was owned pretty certainly by either the United States or by "persons whom he would hesitate to call true Greeks—people of somewhat uncertain nationality but with Greek connections or antecedents." It was these "irresponsible" fleets, owned by persons who appeared to have no direct connection with any major maritime power, which were causing the real anxiety.

Tonnage Surplus Inevitable

There was little prospect of international agreement on the subject. On the other hand, it was not possible to overcome wide fluctuations in the demand for tonnage and the remuneration it commanded by any form of planning or international agreement. There had to be some tonnage surplus if the world was not to be starved of tonnage requirements for its daily needs.

LORD MANCROFT, replying, had few crumbs of comfort. It was, he pleaded, most important that no action should be taken against flags of convenience which was in any way discriminatory or restrictive because that might in the long run, by a chain effect, lead to restrictions being placed elsewhere on the operation of British ships. It would be some time before the full effects of the increased investment allowance of last year became clear. The Government would pay careful attention to the expert advice it had received in the debate.

COLONEL WILSON

A Tribute

THE sudden death of Lieut.-Colonel G. R. S. (Bob) Wilson has deprived the railway inspectorate of an inspired leader and friend, and has removed a man admired and respected by railwaymen, of whom all ranks have enjoyed his courtesy and consideration. His love of railways was early exemplified when in his school days he contrived to frequent a Wiltshire signalbox, and he continued throughout his life to correspond with the signalman who first taught him the rudiments of railway operation. His remarkable bent for mechanical engineering found expression in his delighted study of locomotives, of which he was a connoisseur. He was completely at home on the footplate and he often astonished us, his colleagues, by his detailed knowledge of engines. Even in Continental trains his ability was illustrated when he helped the driver to locate and adjust a fault in the engine of the Sud Express behind which he and his family were travelling to the Basque country on holiday.

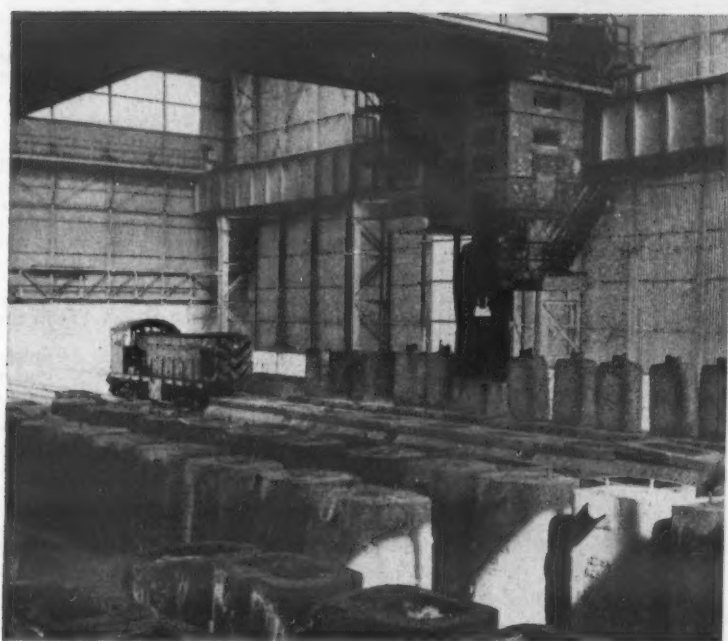
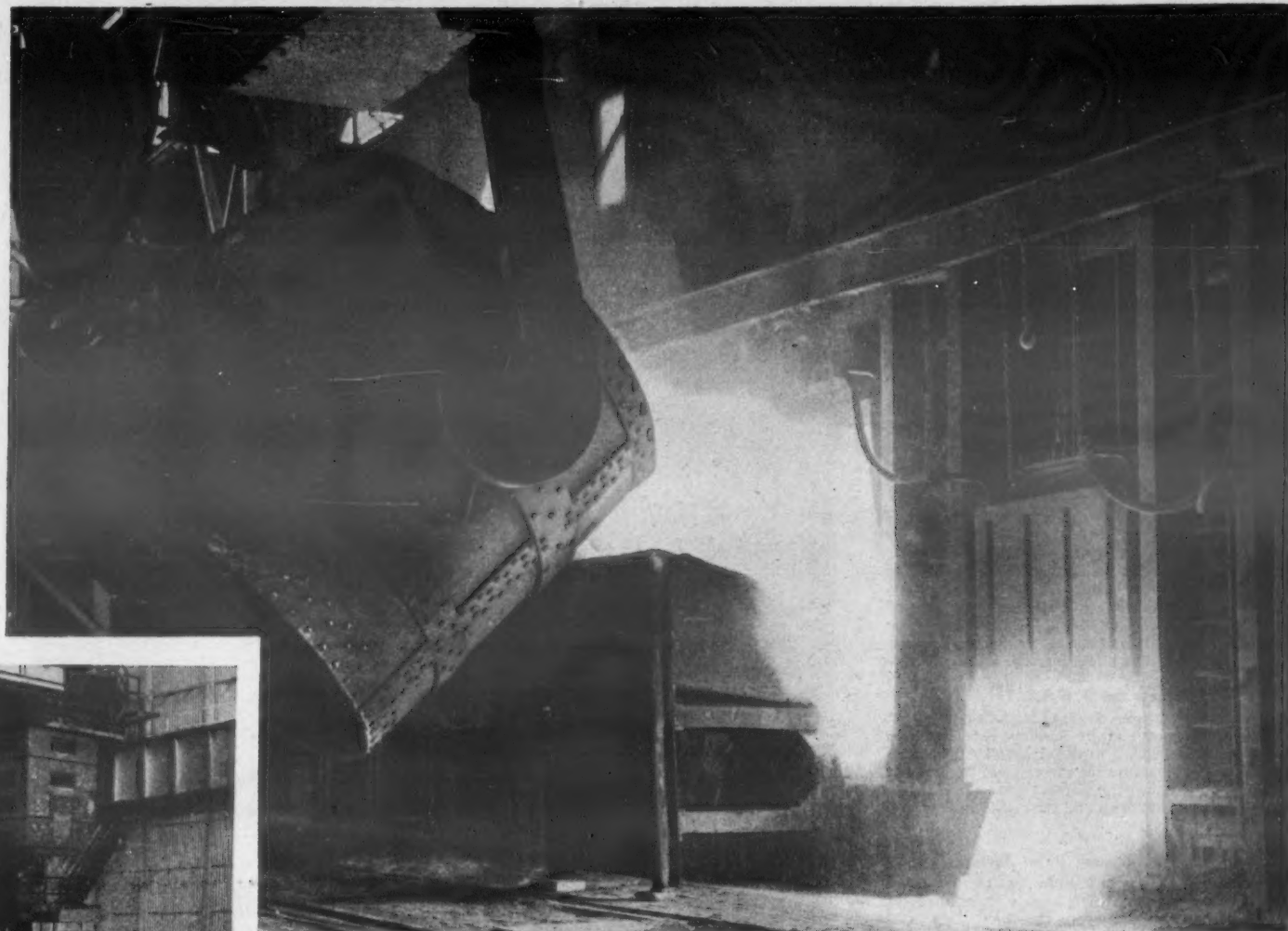
Scientific enthusiasm for railways, coupled with his clear, analytical mind, fitted him admirably for his work in the Ministry of Transport, and when in 1949 he became Chief Inspecting Officer of Railways his activities and knowledge had worthy scope. His generosity and humanity were characteristics which inspired his staff and his wise and unselfish advice helped them constantly.

His inquiry into the Harrow disaster fixed attention upon Bob Wilson, but few realised the great strain imposed on him or appreciated the depth of his sympathy with all who suffered in that great tragedy. His health was impaired by this profound investigation, but he resumed work after some weeks rest. He continued to watch over the measures for railway safety and held further inquiries into accidents including that at Barnes in 1955 and most recently that at Lewisham, which unhappily he did not live to complete. The strain and distress occasioned by this last investigation may well have contributed to his untimely death.

Bob Wilson was a delightful and informed companion, a keen fisherman and an ardent yachtsman, well known at Bosham where he was often at the helm of his 16-ft. dinghy *Isabel*. He was no mean linguist and an eager traveller whose sympathies were international. His friends mourn a Christian gentleman who cherished and furthered the high traditions of his calling.

C. A. L.
This appreciation by Brigadier C. A. Langley appeared in *The Times* of March 26.

Molten iron being charged into an open hearth furnace at Abbey Works



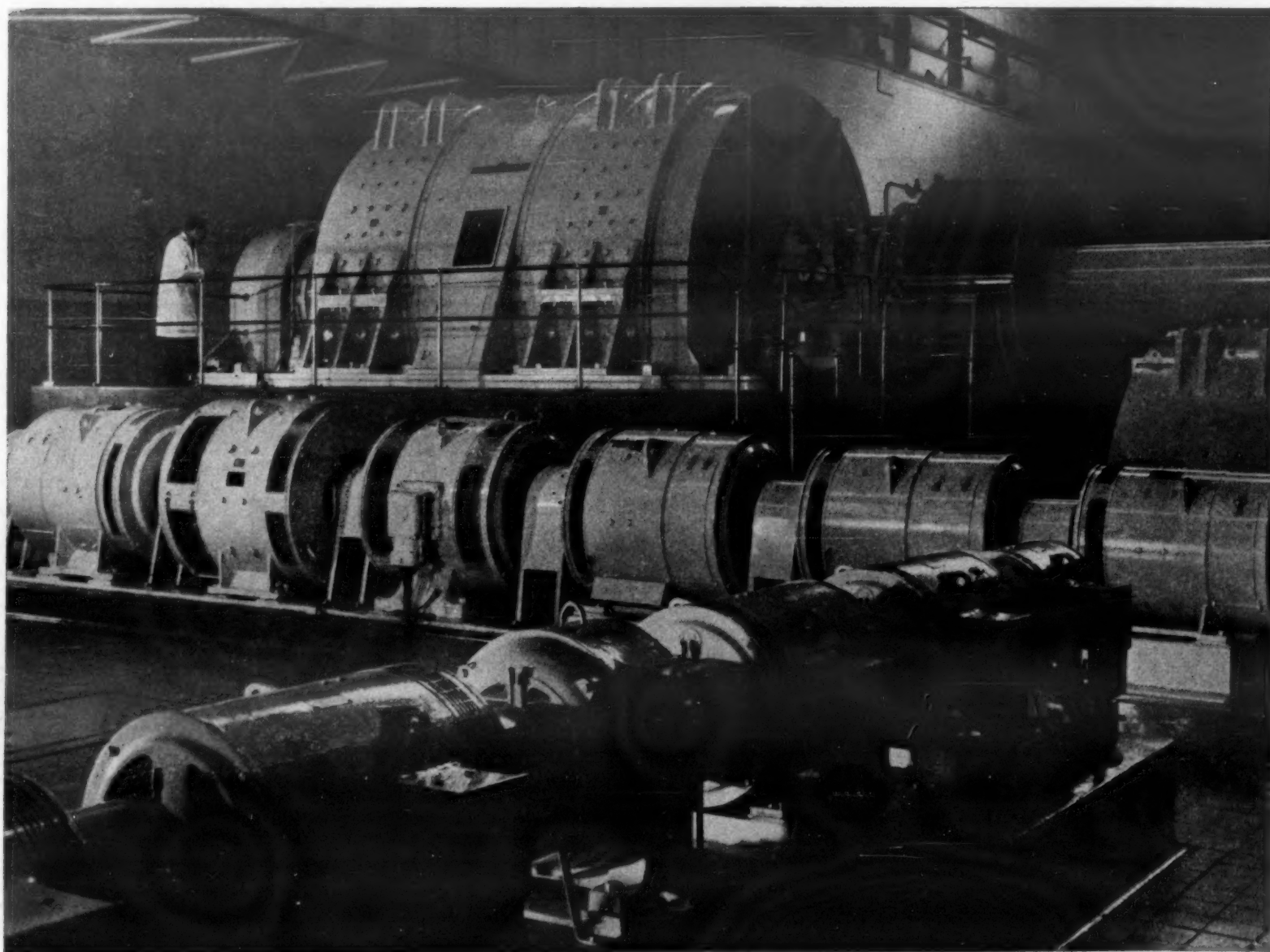
The ingot stripper bay at Abbey Works

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The slabbing mill motor room at Abbey Works



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ROAD VEHICLE INDUSTRY

Antarctic Snocat for British Petroleum

ONE of the Snocats being brought back from Antarctica by Dr. Vivian Fuchs, leader of the Antarctic Expedition, is to be presented to the British Petroleum Co., Limited. The vehicle, *Haywire*, is one of the four Tucker tracked transports which used fuel and lubricants contributed by B.P. throughout the crossing. One of B.P.'s geophysicists carried his seismic instruments in this vehicle. Shortly after arriving at Scott Base, Dr. Fuchs sent B.P. the following message: "Through-out our 2,200 miles crossing of the Antarctic Continent, as well as for base operations, we have used only British Petroleum fuels and lubricants. The successful operation of aircraft and ground vehicles in such severe conditions was possible owing to B.P.'s careful provision of fuels and lubricants suitable to the extreme temperatures and working conditions. We believe that our ground vehicles have been subjected to as severe a practical test as it is possible to devise and we are indeed grateful to B.P. for all the products which have enabled us to complete a successful piece of work."

Improving Night Driving Conditions

USE in Britain of Scotchlite reflective sheeting for traffic signs has become increasingly widespread in recent years. Last week its manufacturer, the Minnesota Mining and Manufacturing



An illustration of the superiority of a Scotchlite reflective sign over an ordinary painted sign

Co., Limited, arranged a demonstration at Brighton of its latest products and also of ideas for further development based on experience with signs for Continental use. These included use of green, blue and yellow fabric for some of the signs and this was remarkably effective although somewhat hampered by the use of standard Ministry of Transport lettering. Indeed the display emphasised, if it was necessary, how long overdue is some revised treatment of this aspect of our road signs. Another developing use of Scotchlite material is its incorporation in clothing such as belts and gloves to improve the visibility of the wearer at night.

Bedford Five-Speed Gearbox

AN optional heavy-duty five-speed gearbox for most forward-control Bedfords at an additional cost of £70 (plus £17 10s. U.K. purchase tax) has been introduced by Vauxhall Motors, Limited. The gearbox has a low ratio for exceptionally hard operating conditions and the fourth speed is in close ratio to direct top. Helical tooth gears in constant mesh are used for the third and fourth speeds, while first, second and reverse have spur teeth and sliding engagement. There are

two power take-off openings, one on each side of casing. With ratios of 7.08, 3.78, 2.24, 1.47 and 1 to 1 forward and 7.01 to 1 reverse, the gearbox is available in forward-control 4, 5 and 6-ton 132-in. wheelbase, 8- and 10-ton 86-in. wheelbase tractor and short- and long-wheelbase Big Bedford chassis.

Flashing Indicators for L.T. Vehicles

FLASHING direction indicators of a new design are to be fitted to all the 7,700 buses and coaches of the London Transport fleet. The indicators have moulded rubber bodies and are hinged to protect them from damage and enable them to be folded back against the bus body when the vehicle passes through washing plant. After lengthy tests of many types of semaphore indicator, London Transport introduced the present design of flashing signal on the first prototype R.M. double-decker and in 1956, large-scale trials were undertaken on R.T. double-deck buses and R.F. single-deck buses and Green Line coaches. The London Transport design, which is covered by patents,



Rear view of RMI with offside flashing signals operating

comprises the hinged indicator unit projecting from each side of the vehicle showing a flashing amber light to front and rear, combined with two arrow-shaped repeating signals at the rear of the vehicle, controlled by a switch having a nominal 13-sec. pneumatically delayed cancelling arrangement. A low-consumption warning light is incorporated in the speedometer casing.

Goodyear Road Lug

THE dual-purpose commercial vehicle tyre, the Goodyear Road Lug, is now being made at Wolverhampton and supplies are immediately available in 11 sizes, ranging from 7.00-20 10-ply to 11.00-22 12-ply. The Road Lug is designed to provide good grip in on-site hauling and long mileage in road service.

SHORT SEA ROUTE PORTS

3—Harwich (Cont.)*

By HENRY REES, M.Sc.(Econ.), Ph.D.

THE service from Harwich to Rotterdam was opened in 1863, and that to Antwerp in 1864. Since that time the port has hardly looked back. During the 1880s passenger services began to Esbjerg on the west coast of Denmark and to Hamburg and a new quay—Parkeston Quay—was brought into use; this fronts the deep water channel to the west of the earlier jetties. By this time in the Netherlands the New Waterway had been constructed to allow large vessels to reach Rotterdam. The Hook of Holland, situated on its northern bank, now became a convenient outport for Rotterdam, and passengers could be set down there to continue their journey by land. A regular service between Harwich and the Hook was inaugurated in 1893, and in 1904 the passenger service to Rotterdam ceased, travellers disembarking at the Hook. The Harwich—Hook packet steamers now operate on every day and every night throughout the year, excepting only Christmas Day, and the voyage takes 7-8 hr. At the Hook the packets link with long-distance expresses such as the North-West Express and the Holland-Scandinavia Express. These serve the three Scandinavian capitals by way of Bremen and Hamburg. Thus, if you leave London Liverpool Street at 08.20 on Monday morning you should arrive at Stockholm at 23.15 on Tuesday.

Train Ferry

In 1924 a train ferry service linking Harwich with Zeebrugge in Belgium was begun with vessels originally built for war service from Richborough. It is for freight only, and wagons may be sent between stations in the United Kingdom and those on the Continent which have standard gauge. Foodstuffs travel both ways; tiles and slates enter and chemicals, cars and railway rolling stock depart. The service is particularly suitable for perishables such as peaches, lemons and grapes from Italy and for fragile materials such as pottery and glassware from the Meuse valley, since there is no intermediate unloading. The train ferry operates from Harwich Quay and the fleet now comprises three postwar vessels.

Harwich has the advantage of an unusually small tidal range; the rise of spring tides is 12½ ft. and of neap tides only 10½ ft. Even Southampton can hardly show such figures. It follows that there is little need for enclosed basins, and the entire trade of the port is conducted at open

quays. The train ferry, together with regular cargo services to and from Antwerp, Rotterdam, Hook of Holland and Esbjerg, result in a surprisingly large volume of overseas trade through the port.

Freight Traffic Analysis

In 1954 (the latest year for which comparative statistics are published) the total value of the overseas trade of Harwich amounted to £64.5 million; it exceeded that of Leith (£48.2 million), and indeed, of any other Scottish east coast port; it was greater than that of Belfast (£54.9 million) and Cardiff (£42.2 million), Middlesbrough (£60.9 million) and Dover (£59.6 million). Imports, at £35.6 million, were only slightly greater than exports (£28.8 million) and the keynote was variety. Foodstuffs ranked high among the inward cargoes, the chief by far in value being bacon (almost £4 million)—a clear reflection of the important Danish traffic. Fish, apples and eggs each totalled more than £1 million in value and four other foodstuffs (cheese, tomatoes, biscuits and pears) were each valued at more than £0.5 million. All are perishable commodities which can be handled only at a port such as Harwich, which possesses speedy transport (rail to Liverpool Street, Bishopsgate and Mile End) and is close to a large body of consumers (London).

Many manufactured goods entered the port; among them were telephone, radio and television equipment, rayon and cotton woven fabrics, textile and office machinery and road vehicles. Most of these are materials of high value in relation to their bulk, and is was felt worthwhile sending them quickly to London by rail, rather than shipping them more slowly (even if more cheaply) via the Thames and London docks. Virtually the whole of the overseas exports consisted of manufactured goods with road vehicles (almost £3 million) heading the list. Woollen cloth, organic chemicals, refrigerators, leather, and radio, telephone and television equipment each ranked at £1 million or more, and the mail was valued at £2.7 million.

Harwich is the obvious port for the Londoner who wishes to visit Antwerp, the Netherlands, North Germany or Denmark (for passengers in the Midlands or North, British Railways provides services from Hull and Goole). From Harwich the second-class return fare to Antwerp and to the Hook of Holland is about £8; that to Esbjerg is about £15 10s.



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* No. 2 appeared March 8.

CHALLENGE OF FANTASTIC PROBLEMS

Institute of Transport Dinner

BEGINNING his speech in support of the toast "Her Majesty's Ministers—Past and Present," at the enormously successful annual dinner in London of the Institute of Transport, Sir Reginald Wilson made the traditional announcement of his successor in the presidential chair—Major-General G. N. Russell, general manager, British Road Services, and a member of the Eastern Area Board, an election which would be heard with acclaim throughout the world. Few men, said Sir Reginald, knew better than Charles Russell what transport was about. He had worked in transport in peace and in war at every level and his grasp of practical things was equalled by his academic knowledge.

The Guests

Sir Reginald, welcoming the guests, said the Institute of Transport had two outstanding functions: one was the anniversary luncheon, a working occasion; and the other that dinner, which they regarded as a family occasion. He referred especially to H.E. Sir Eric Harrison, the High Commissioner for Australia, H.E. H. J. McCann, the ambassador of the Republic of Ireland, Sir Robert Gransden, Agent of the Government of Northern Ireland, Mr. McKinnon Wood, chairman of the London County Council, Lord Simon, in his new capacity of chairman of the Port of London Authority, and Mr. R. D. Ropner, president of the Chamber of Shipping. They had a warm welcome for the principal guests, Lord Pakenham and Mr. Harold Watkinson, a past Minister of Civil Aviation and the present Minister of Transport respectively.

The form of the toast, "Ministers—Past and Present," had fleetingly put in his mind "Christmas Past and Present" from Dickens' *A Christmas Carol*. For a moment he visualised Mr. Harold Watkinson as Santa Claus. He would give 50 per cent off the fuel duties for road operators, correspondingly shoulder the track costs of the railways at £40 million a year, and for the shipping industry a present of taxation concessions would hang from the tree wrapped in flags of inconvenience. The Minister was coping with the fantastic problems of transport; he had come at great personal inconvenience and as a member of the transport family they offered him the warmest of welcomes.

Fascination of Transport

Mr. Harold Watkinson, responding, said he had been called many things in his political life, but Father Christmas was a new one. Transport was a fascinating industry and he regarded the Institute's functions with the greatest possible pleasure. He thought his was above all a Ministry that needed continuity of policy because transport problems could not be solved in a year and—famous last words—he would like as Minister

to see some of his plans fructify in the future. In 1956 he said "it was transport's turn now" when addressing the Institute anniversary luncheon; the Government and his Ministry had chosen an activist part and were anxious to ensure that transport could be developed.

In Sir George Edwards's fascinating address to the Royal Aeronautical Society there were some remarkable figures. At the end of the eighteenth century a stage coach from London could reach Dover, Peterborough or Salisbury in about 12 hr. A century later the distance which could be achieved was roundly 500 miles. In 1940 the 12-hr. radius had extended to 1,250 miles. But by 1960 the 12-hr. distance would be trebled or even quadrupled—and that was some measure of the transport development coming in the second half of the twentieth century. They must make sure that transport was a benefit to civilisation and not a danger. They were seeing before them a new industrial revolution in which modern transport conditioned their lives.

Starting a Motorway

Social affairs were moulded by the fact that we were living in close proximity to one another—within 12 hr. of one another, in fact. Transport was one of the essential factors in the new and exciting development of the world's resources. That was the background to a task that was both heavy and fascinating. Referring to matters of the next few months the Minister mentioned that the road programme was going with a bang; he thought Verey pistols were out for the future and said that the method of inaugurating the work on the Midland motorway must remain a closely guarded secret. The capacity of the British civil engineering industry was typified by the fact that two contractors were going to build 70 miles of motorway in 19 months. It was a sign that the Government was trying to keep pace with the motor car and draw off from other crowded roads some of the through traffic.

Within the British Transport Commission there is some competition and there may be a time when the railways will draw some traffic from British Road Services. The modernisation plan for the railways had got to go through; he was sure it was going to pay off and the Government must have courage to see it through to success. The modernisation of equipment must be matched by the minds of those who handled it, such as was shown in the new diesel and electric locomotive manning agreement.

Aviation Progress

The aviation side of the Ministry—so improperly called civil—was facing new and challenging developments and the two corporations had now bought their aircraft for the early sixties. The

(Continued at foot of next column)

Floating Container Project

(Continued from page 3)

width of the container is placed a removable wooden stretcher of 6 in. by 2 in. section, with the dual purpose of preventing any closing in of the sides

when lifting with a crane and of being a support for tarpaulin covers, which can be provided. The containers will have incorporated a rubber-lined



Container train arriving at Sampson Road, Birmingham; container lifted on to lorry by Rapier mobile crane; below, holding next container for lifting against wharf; right, unloading fragile packages through door on to a deck at the depot

Government was carefully examining the future after the next 10 years, when we would be in transonic flight. There was never a dull moment at the Ministry of Transport and always something new to push on its way to make a contribution to the development of this country, where we must stay ahead in the race to play our part in the world. We have an activist kind of Government that will take firm decisions rather than retreat. Mr. Watkinson concluded by wishing good fortune to all who work in the challenging sphere of transport.

Lord Pakenham, who also responded to the toast, said the Minister was a man of moral courage—it would be indecent of him to go further with a political rival. The Minister backed his own opinion and stood by it. Although the air corporations must have priority he was glad that the independent operators were given opportunities. But some part of transport service had to be provided not for profit but in the national interest, as in the case of the air services to the Scottish islands. He also expressed his pleasure that Ireland was now starting its own transatlantic air service. Throughout the transport industry he found a great passion for the subject and for its wide implications both for the country and—without being presumptuous—for the world.

watertight door. The door can fall down outwards to give access for loading or discharging when the container is itself loaded on a trailer or lorry platform, otherwise it could be difficult to perform such operations over the gunwale.

Towing

Towing attachments fitted to each end of each container consist of a dumbbell type drawbar which slides in a slotted tube the full depth of the container. This prevents rolling and turning, and allows for the possibility of a train of containers being loaded at varying drafts. It must be recognised that as the moment of friction in water movements is low, the need for packing will tend to be eliminated. Haulage will be by tug, thus saving the necessity of motive power standing idle over periods when units are in use, dispersed amongst the various works. The containers can be used either singly or collectively in a train for movements of material between different parts of the same works or between two or more works situated upon, or adjacent to, the canal.

Mercedes-Benz (Great Britain), Limited, 58 Camberwell New Road, London, S.E.5, has acquired additional showroom and works premises on the Great West Road which are expected to be opened early in the new year.



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SOCIAL AND PERSONAL

Death of Lord Airedale

WE regret to record the death, at the age of 75, of Lord Airedale, chairman of the Ford Motor Co., Limited, from 1948 to 1954 and earlier (as Mr. R. D. Kitson) a director of the North Eastern Railway in the pre-amalgamation days. Between these two appointments in the transport and manufacturing spheres he was a director of the Bank of England, but had joined the English Ford company as a director when it was formed in 1928. He remained on the board after vacating the chair in 1954.

Mr. R. J. Holcombe (Crane, Limited) has been elected chairman of the London division of the Industrial Transport Association.

In connection with the reorganisation of the traffic departments of the London Midland Region of British Railways, it is announced that the divisional operating superintendents, at Crewe, Derby and Manchester, are redesignated line traffic officers (operating) and the divisional motive power superintendents become line traffic officers (motive power).

Mr. C. W. Powell, M.Inst.T., recently appointed operating officer, Western Region, B.R., was previously assistant operating superintendent. He began his railway service with the former Great Western Railway in the office of the superintendent of the line in 1915, served in the Inns of Court O.T.C., the Royal Flying Corps and the Royal Air Force in the latter part of the 1914-18 war, return-

Mr. J. C. F. Cameron has been appointed a work study assistant on the general staff of the B.T.C.

Captain R. A. H. Lord has been appointed district marine manager and harbourmaster, Holyhead, London Midland Region, B.R.

Mr. Clive Corder (chairman of the Syfrets Investment Trust) has been appointed deputy chairman of Oldham and Son (Africa), Limited, in succession to the late Mr. A. J. T. Goldby.

Mr. G. R. H. Nugent, Joint Parliamentary Secretary to the Ministry of Transport and Civil Aviation, has appointed Mr. A. G. Lyall to be his private secretary in succession to Miss K. S. Dee.

At the formal opening of larger headquarters at Turberville House, Seven Dials, Brighton, of the Southern Ignition Co., Limited, main Lucas-C.A.V. agent, over 200 guests at a cocktail party were welcomed by the managing director, Mr. P. G. Tyrer. Guests included the Mayor of Brighton, Mr. F. Brown, director, Joseph Lucas (Sales and Service), Limited, and Mr. H. G. Mason, director and joint general manager, C.A.V., Limited.

Mr. A. E. Flaxman, A.M.Inst.T., who is appointed commercial officer, Western Region, B.R., had been terminals and cartage assistant to the chief commercial manager in the Western Region since 1954. He joined the Great Western Railway in 1917 in the office of the chief goods manager. After appointments in the engineer's,



Mr. C. W. Powell



Mr. A. E. Flaxman

ing to his former department in 1919. In 1935 Mr. Powell acted as assistant to the divisional superintendents at Bristol and Paddington, and in 1936 was chief clerk to divisional superintendent, Worcester. He moved to Bristol in a similar capacity in 1938, and was appointed assistant divisional superintendent, London division, in 1940. In 1942 Mr. Powell was promoted to the position of new works assistant to the superintendent of the line and, in 1945, operating assistant. In 1946 he was appointed divisional superintendent, Swansea, and in the following year divisional superintendent, London, a post redesignated district operating superintendent in 1950, although he continued to be responsible for passenger commercial matters. He returned to headquarters as assistant operating superintendent in 1951. Mr. Powell holds the rank of major in the Engineer and Railway Staff Corps, R.E. (T.A.).

Mr. T. F. Grisdale, A.M.I.C.E., has been appointed to the post of assistant district engineer, York, North Eastern Region, B.R.

Managing director of Dennis Brothers, Limited, Mr. H. W. Dawes left by air on March 22 for Salisbury, on a tour of Rhodesia, and the Union of South Africa, where he will meet Dennis distributors and study overseas operating conditions.

The death has occurred at the age of 85 of Eugen Benz, eldest son of the pioneer Karl Benz. He took part in an historic journey on a Benz tricycle in 1888 from Mannheim to Pforzheim and back, a distance of 120 miles and then regarded as a remarkable feat.

Mr. Monty Prichard, who joined F. Perkins, Limited, in 1953 as personal assistant to the chairman, has been made a joint managing director with Mr. Frank Perkins. Mr. Perkins remains chairman but has resolved to relinquish some of his executive responsibilities.

We regret to report the death of Mr. C. K. Bird, who until he relinquished the position for health reasons at the end of March, 1956, was manager of turbine contracts for the British Thomson-Houston Co., Limited, at Rugby. From that date he was consultant to the turbine contracts manager. He was 65.

Mr. W. Brown, hitherto assistant regional accountant, Eastern and North Eastern Regions, has been made regional accountant (designate), Eastern Region, B.R. Separate accountancy organisations are being established for each of the two regions. Mr. C. H. Jones is to occupy the same post in the Southern Region, succeeding Mr. R. W. Kemp, retiring.

A silver cup, given by the Company of Veteran Motorists to the North Eastern Region of British Railways for annual competition between the districts of the Region in connection with the road safety campaign, has been won for the year 1957 by the Middlesbrough district commercial superintendent's district. In the North Eastern Region as a whole there are 1,597 vehicle drivers of whom 1,355 entered the national safe driving competition.

To succeed Mr. D. E. White, who recently indicated his intention to retire as hon. editor of the Railway Correspondence and Travel Society at the end of the administrative year on March 31, the society has chosen Mr. E. V. Fry, of 3 Winston Way, Potters Bar, Middlesex, to whom all editorial correspondence should now be sent. Mr. White, hon. editor for 25 years, has been made a vice-president. The chairman, Mr. Cyril Smith, has also relinquished office after five years, and is succeeded by Mr. R. D. Goddard, 65 Roupell Street, London, S.E.1. Mr. Smith joins Mr. White as another vice-president.

general managers' and chief goods manager's departments, and as chief clerk at South Lambeth goods depot he became goods agent at Oxford, assistant goods agent at Paddington and goods agent at South Lambeth. In 1947 Mr. Flaxman transferred to Birmingham as assistant district goods manager, returning to Paddington the following year in a similar capacity. He became goods agent at Paddington in 1949, and district goods superintendent, Reading, in 1950, subsequently becoming acting district goods superintendent, London; district commercial superintendent, Worcester; and productivity assistant to the commercial superintendent at headquarters. Mr. Flaxman holds the Brunel medal of the London School of Economics.

Mr. Edward J. Parsons has been appointed sales manager of the friction materials division of Small and Parkes, Limited.

Mr. P. J. Brennan, B.A., B.Com., L.L.B., commercial manager, Aer Lingus, is succeeding Mr. M. Stuart-Shaw as head of the commercial division of the airline.

Mr. N. D. H. Smith, who has been appointed district traffic superintendent, Lancaster, Ribbles Motor Services, Limited, in succession to the late Mr. W. Hoskin, was previously assistant district traffic superintendent at the Norwich depot of the Eastern Counties Omnibus Co., Limited.



The Company of Veteran Motorists trophy is awarded in each region of British Railways annually for the best performances in the Safety on the Roads competition organised by the railways for road motor drivers

Here, Mr. R. F. Hanks, chairman of the Western Area Board (extreme left) presents the Western Region trophy to a representative of the winning Reading district, watched by Mr. K. W. C. Grand, regional general manager (third from left) and Mr. A. C. B. Pickford, assistant to general manager (traffic), on extreme right

Mr. G. N. Roberts, C.B.E., A.F.C., general manager of Tasman Empire Airways, Limited, for 12 years, has relinquished the post.

Prizes announced by the National Committee on Road Transport Education for candidates in the 1957 examinations include two to F. W. Fagan, that offered by Motor Transport and Bus and Coach to the candidate obtaining the highest aggregate marks for the diploma in road transport within the three years 1955-57 and that of The World's Carriers for the highest aggregate marks for two subjects in the third year. R. C. Blackwell won the Transport World prize for the best aggregate in three first-year subjects and R. H. Hook the same donor's prize for a comparable second-year achievement. The Scottish Road Passenger Transport Association prize for the best three-year aggregate marks went to both R. F. Hamilton and G. H. Newton, who tied, the first-year prize went to G. Coutts and the second-year one to G. Taylor. The last-named also won the Scottish Co-operative Transport Association prize.



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IMPORTANT CONTRACTS

More Railcar Equipments Ordered

FURTHER orders valued at over £325,000 have been placed by British Railways with British United Traction, Limited, for diesel engines, transmission units and control equipment for installation in a further 62 light-alloy two-car multiple-unit diesel train sets to be built by British Railways carriage and wagon works at Derby. The equipment, which includes twin B.U.T. 150-h.p. engines for the power cars, is of a similar pattern to that fitted to approximately 700 power cars already in widespread service in all but the Southern Region of British Railways.

Pakistan Orders British Wagons

A contract worth £2,250,000 has been awarded to R. Y. Pickering, Limited, Wislaw, to build 1,364 goods vans and 400 cattle wagons for Pakistan Railways.

Austin Gipsy in Canada

The recently introduced Austin Gipsy four-wheel-drive 1-ton utility vehicle, which is notable for employing Flexitor independent rubber suspension all round, figures in orders worth nearly \$500,000 placed for Austin cars and commercial vehicles within a few hours of the opening of the Sportsman's Show in Toronto, Canada.

New London Midland Contracts

The London Midland Region of British Railways announces the following contracts:

Bosworth and Wakeford, Limited, Rugby, for reconstruction and lengthening of bridge over Balmoral Road for the Watford Corporation.

John Booth and Sons (Bolton), Limited, for steelwork for new bridge to carry the Camforth-Wennington Line, also occupation road over the North-South Motorway, Lancaster Bypass, at Camforth Brow for the Ministry of Transport and Civil Aviation.

G.E.C. Train Equipment for Portugal

The General Electric Co., Limited, has received an order for the 1,500-v d.c. traction equipments for three new four-coach trains and four additional trailer coaches which are to be built in Portugal for the Estoril Railway. This is the third order placed with the company for the equipment of rolling stock on the line connecting Lisbon with Estoril and Cascais, which brings the total value of contracts undertaken by the G.E.C. to some £750,000.

Iran Buys British Lorries

Substantial orders totalling more than £350,000 for diesel four- and six-wheeled commercial vehicles have been received by Leyland Motors, Limited, from Iran within the past few weeks. The latest is an order for 50 six-wheeled Super Hippo and 50 four-wheeled Comet lorries placed by the Transport Bank, which also took delivery of 20 Super Hippos earlier in the year. Many of the vehicles will be operated by Transport Bank on general haulage and the balance sold to hauliers who work in collaboration with this organisation. Other orders include 40 Comets and eight Super Hippos which will be used by individual operators for transporting sheep, and 60 Leyland Super Hippo 16,000-litre tankers to augment the present fleet of 350 Leyland vehicles operated by the National Iranian Oil Company.

Eastern Region Contracts

The Eastern Region of British Railways announces the following contracts:

W. and C. French, Limited, Buckhurst Hill, for master signalbox at Barking and for reconstruction and widening of superstructure of overbridge at Arbour Lane, between Chelmsford and Hatfield Peverel.

Clough, Smith and Co., Limited, Crawley, for new e.h.v. cables between Hackney Downs and Seven Sisters.

Green and Silley Weir, Limited, London, E.C.3, for repairs to pontoons at Tilbury landing stage.

A. Jackson and Son, Limited, Slough, for reconstruction of superstructure of overbridge at Station Lane, and alterations to parapets and gas mains at Pitsea Station.

James Kilpatrick and Son, Limited, London, S.W.1, for supply, delivery and installation of electric lighting and power equipment throughout the maintenance shed, boilerhouse, oil store and pumphouse at Cambridge diesel maintenance depot.

Johnson and Phillips, Limited, London, S.E.7, for supply and maintenance of signalling and telecommunications cables at Hitchin.

The Atlas Engineering Company, London, S.W.7, for one locomotive axle journal re-turning and burnishing lathe for Stratford locomotive works.

Higgs and Hill, Limited, London, S.W.8, for reconstruction of superstructures of two overbridges at Clapton Station.

Sir William Arrol and Co., Limited, Glasgow, S.E., for reconstruction of superstructures of bridges over Downs Park Road and over Downs Road, between Hackney Downs and Rectory Road.

The Cleveland Bridge and Engineering Co., Limited, Darlington, for reconstruction of superstructure for British Transport Commission and lengthening for Tottenham Borough Council bridge over Church Road, between Bruce Grove and White Hart Lane.

TENDERS INVITED

THE following items are extracted from the Board of Trade Special Register Service of Information. Inquiries should be addressed, quoting reference number where given, to the Export Services Branch, Board of Trade, Lacon House, Theobalds Road, London, W.C.1.

April 5-Iran.-State Railways Administration for 10,000 FISHPLATES, 10,000 BEDPLATES and necessary BOLTS and NUTS. Tenders to Iranian State Railways Administration, Tehran. (ESB/4925/58.)

April 7-Burma.-Union Purchase Board for 100 12-volt 9-plate and 100 12-volt 11-plate BATTERIES, and six 10-volt 10-amp. hr. glass-cased BATTERIES. Tenders to the Union of Burma Purchase Board, St. John's Road, Rangoon. (ESB/7615/58.)

April 8-India.-Director-General of Supplies and Disposals for 6,000 AXLE-BOX BEARINGS. Photo copies of tender documents from Export Services Branch, B.O.T., price 12s. (ESB/7690/58.)

April 9-New Zealand.-New Zealand Post Office for one FORK-LIFT TRUCK, 8,000 lb. at 24-in. centres and 14-ft. lift. Tenders to the Director-General (Stores Division), General Post Office, Wellington, N.Z. (ESB/6403/58.)

April 9-Pakistan.-Ministry of Communications for 35 5 ft. 6 in. gauge ROAD OIL TANK WAGONS. Photo copies of tender documents from Export Services Branch, B.O.T., price 21s. (ESB/6991/58.)

April 11-Union of South Africa.-South African Railways for two 125-h.p. 24-cu. yd. pneumatic-tyred TRACTOR FRONT-END LOADERS of 22,000 lb. minimum weight and with torque-converter drive. Tenders, endorsed "Tender No. F.7709: Two Pneumatic Tyred Front-end Loaders," to the Chairman of the Tender Board, P.O. Box 7784, Johannesburg. (EB/6543/58.)

SHIPPING and SHIPBUILDING

Thames Navigation Service

THE Port of London Authority has approved proposals for the establishment of a Thames navigation service for the dissemination of information to assist, in an advisory capacity, shipping and port operations. It is hoped to bring it into operation during the spring of 1959. It will function from an operations room to be erected at Gravesend, and will be under the control of the harbourmaster, Lower District. This room will be manned continuously and will embody a network of communications to receive essential information which will be transmitted by frequency modulated radio-telephony, using frequencies allocated in accordance with the international agreement. The system will comprise nine channels. The international "calling and safety" channel No. 16 will be used by vessels entering the port to make initial contact with the operations room. Thereafter, vessels will be told to switch to one or other of the remaining channels as directed by the duty officer. The river will be divided into two sectors, the east sector extending from the seaward limit to Gravesend and the west sector from Gravesend to London Bridge.

Royal Visit to Mersey Docks

THE Duke of Edinburgh, visiting Liverpool on March 21, spent several hours touring, or sailing through, the docks system. His guide was Mr. M. Arnet Robinson, chairman of the Mersey Docks and Harbour Board. His visit coincided with the Board's centenary year celebrations.

Kapok Lifebelts Banned

THE Netherlands Ministry for Transport and Waterways has announced that kapok lifebelts will be banned from all Dutch tankers and ships carrying oil in bulk as from January 1, 1959. They will be banned from all Dutch ships using oil as fuel on January 1, 1960, and from all remaining Dutch vessels on January 1, 1962. This decision is due to recent tests having shown, it is stated, that the buoyancy of kapok-filled lifebelts is lost if the kapok absorbs mineral oils.

Four 120,000-ton U.S. Liners?

PLANS for the ordering of four 110,000-120,000 ton passenger liners each capable of carrying 8,000-10,000 passengers on a transatlantic crossing, were made known by Mr. E. Detweiler, president of American-European Lines, New York, when in Rotterdam last week. He intimated that these low-cost travel ships might have a speed of 36 knots, but no definite order has yet been placed. Verholme United Shipyards, of Rotterdam, has been mentioned in that regard. Capital investment, it appears, would be spread on an international basis.

Liverpool Trooping to be Discontinued

ALL troopships making long sea voyages will in future be based on Southampton. This decision to revert to prewar practice has been taken by the Minister of Transport after consultation with the Service departments, in view of the reduced size of the trooping fleet and the need to save manpower. Two troopships, the *Oxfordshire* and *Devonshire*, owned by Bibby Line, Limited, now operate from Liverpool, but they will make their last sailings from that port in May and June respectively, after which they will operate from Southampton.

Coast Lines Bulk Cargo Ship

LAUNCHED by Clelands (Successors), Limited, at Wallsend, on March 20, the Coast Lines motor vessel *Somerset Coast* is intended for coastal and short sea work and will also be fitted out for foreign trading. She will be a general purpose bulk cargo carrier of 1,730 tons deadweight with a loaded draft of 15 ft. 2½ in. Machinery, bridge and all accommodation will be aft and individual pull MacGregor type steel hatch covers will be fitted on the three hatchways. In the wheelhouse will be a Decca Navigator, a Decca type 212 radar and loud hailing equipment. Also to be fitted are Marconi radio-telephone and Guardian II receiver.

FINANCIAL RESULTS

NOTES on the trading results, dividends and financial provisions of companies associated with the transport industry are contained in this feature, together with details of share issues, acquisitions and company formations or reorganisations.

British Wagon

The British Wagon Co., Limited, is paying 20 per cent (same) on a group net profit of £223,217 (£180,883), after tax of £189,031 (£248,609).

Devon General Omnibus and Touring

The Devon General Omnibus and Touring Co., Limited, is paying a final dividend of 7½ per cent making to per cent for 1957 (same). Net profit £103,774 (£74,563) after tax £65,300 (£71,450) and depreciation £109,599 (£104,208). General reserve £40,000 (£30,000), forward £47,058 (£46,819).

Firth Cleveland Finance

A new project of the Firth Cleveland Group is a company registered under the name of Firth Cleveland Finance, Limited, with a nominal capital of one million pounds. It will be concerned with financing hire purchase transactions for all sections of the motor trade (private cars, commercial vehicles, tractors, caravans, etc.) and industrial plant.

John I. Jacobs

In his annual report, Mr. C. C. Jacobs, the chairman of John I. Jacobs, Limited, tanker owner, reports that signs of an improvement in tanker freights cannot as yet be seen and present conditions may prevail for some time. The prevailing depression is causing a considerable reduction in forward building programmes and shipyards in some countries are already showing anxiety as to the future. He considers that the days of the "fixed price" contract should be returning. Net profit for 1957 was £439,259 (£308,119) after all charges.

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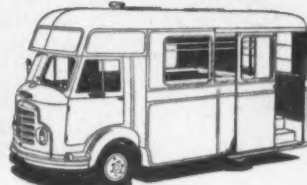
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